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Serial No. 50

2

DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY E. LESTER JONES, SUPERINTENDENT



GEODESY

INVESTIGATIONS OF GRAVITY AND ISOSTASY

BY

WILLIAM BOWIE Chief of Division of Geodesy U. S. Coast and Geodetic Survey

SPECIAL PUBLICATION No. 40



WASHINGTON GOVERNMENT PRINTING OFFICE 1917



TRATEORIE OF GRAVITE AND RECEIVAT

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By WILLIAM BOWIE, Chief of the Division of Geodesy.

INTRODUCTION.

For a number of years the United States Coast and Geodetic Survey has been carrying on geodetic investigations of isostasy, with special reference to the effect of the isostatic compensation upon the deflection of the vertical and the intensity of gravity.

Four reports on these investigations have appeared, the first one in 1909 and the last in 1912.^a The first two dealt with the determination of the figure of the earth from deflections of the vertical in the United States, corrected for topography and isostatic compensation. In the last two there were given the results of the investigation of the effect of topography and isostatic compensation upon the intensity of gravity at stations mostly in the United States.

The present volume gives the results of further study of the relation between gravity and isostasy. In it are embodied the gravity data resulting from the previous work. In the second gravity report 124 stations in the United States were considered, while in the investigation of which this volume is a report there are listed 219 gravity stations in the United States, 42 stations in Canada, 73 stations in India, and 40 others, principally in Europe. The Canadian stations were established by F. A. McDiarmid, of the Geodetic Survey of Canada. He reduced those stations for topography and isostatic compensation after the method described in Special Publication No. 10. The late director of the Geodetic Survey of Canada, Dr. W. F. King, generously furnished to the United States Coast and Geodetic Survey the results of their work for incorporation with the United States stations in some phases of this investigation, previous to their publication in Canada.

This report has as its main features:

1. The observed value of the intensity of gravity at stations in the United States, Canada, India, and Europe and at a few scattering stations.

2. Discussions of the relations between the gravity anomalies and the topography, the large areas of erosion and deposition, the geological formation as indicated by the surface rock at the stations, and the elevation of the station.

3. The regional versus the local distribution of isostatic compensation.

4. The determination of a gravity equation, the earth's flattening, and the depth of compensation upon each of several assumptions.

5. Summaries of the results of the field observations with the pendulums. These furnish a basis upon which to judge the accuracy of the determination of the intensity of gravity at the various stations.

6. The illustrations in the pocket at the back of the volume, which give graphically much data resulting from this investigation.

There are other lines along which investigations might have been made. Some of these may be undertaken at a later date as more data become available. One of these is the detailed study of certain regions where there are gravity and deflection stations and where the evidence

[•] Figure of the Earth and Isostasy from Measurements in the United States, by J. F. Hayford, 1909; Supplementary Investigation in 1909 of the Figure of the Earth and Isostasy, by J. F. Hayford, 1910; Effect of Topography and Isostatic Compensation upon the Intensity of Gravity, by J. F. Hayford and William Bowie (Special Publication No. 10), 1912; same title, second paper, by William Bowie (Special Publication No. 12), 1912.

points to strong local disturbances or causes which change the size and sign of the gravity anomalies at stations grouped comparatively close together. This phase of the subject is an important one and has been urged upon the Survey by several scientists of note.

It is hoped that many of those who are interested in the subject of isostasy will use the data contained in this and similar publications of the Survey for detailed study and investigation. It is only in this way that the data collected and published can be fully utilized. The time which can be placed on this work by members of the Survey is necessarily limited, because of many other lines of duty calling for prompt attention.

It is believed that it is desirable to publish promptly the observed values of the intensity of gravity and the reductions for topography and isostatic compensation rather than to delay for exhaustive detailed studies.

The author desires to express his appreciation of the important part taken by a number of the members of the Survey in the investigations covered by this report and in the preparation of the report itself. Especial credit is due Computers W. D. Lambert, Sarah Beall, H. G. Avers, C. H. Swick, E. F. Church, and G. E. Selby.

Assistants C. L. Garner and J. D. Powell deserve much credit for the efficient way in which they carried on the field work while establishing the 94 new stations. They did this work with great accuracy and economy. They also assisted in the office reductions.

As far as possible this report follows the general plan of the two previous gravity reports of the Survey. As the writer is the author of the second of those reports and a joint author of the first, some of the statements and definitions contained in the text of this volume may be similar to those in the former reports. Under the circumstances it is not necessary to set them off from the other text.

In Part I of this volume are given the results of the investigations, and in Part II the abstracts or summaries of observations in the field and the descriptions of the stations.

Anyone wishing to make a detailed study of the subject covered by this report should consult the four reports whose titles are given in the footnote on page 5. They may be obtained through the Division of Publications of the Department of Commerce, Washington, D. C.



Part I.-INVESTIGATION OF GRAVITY AND ISOSTASY.

Chapter I.-DEFINITION OF TERMS AND EXPLANATION OF METHODS OF COMPUTATION

ISOSTASY DEFINED.

If the earth were composed of homogeneous material, its figure of equilibrium, under the influence of gravitation^a and its own rotation, would be an ellipsoid of revolution.

The earth is composed of heterogeneous material which varies considerably in density. If this heterogeneous material were so arranged that its density at any point depended simply upon the depth of that point below the surface, or, more accurately, if all the material lying at each equipotential surface (rotation considered) were of one density, a state of equilibrium would exist, and there would be no tendency toward a rearrangement of masses. The figure of the earth in this case would be a very close approximation to an ellipsoid of revolution.

If the heterogeneous material composing the earth were not arranged in this manner at the outset, the stresses produced by gravity would tend to bring about such an arrangement; but as the material is not a perfect fluid, since it possesses considerable viscosity, at least near the surface, the rearrangement will be imperfect. In the partial rearrangement some stresses will still remain, different portions of the same horizontal stratum may have somewhat different densities, and the actual surface of the earth will be a slight departure from the ellipsoid of revolution in the sense that above each region of deficient density there will be a bulge or bump on the ellipsoid, and above each region of excessive density there will be a hollow, relatively The bumps on this supposed earth will be the mountains, the plateaus, the contispeaking. nents, and the hollows will be the oceans. The excess of material represented by that portion of the continent which is above sea level will be compensated for by a deficiency of density in the underlying material. The continents will be floated, so to speak, because they are composed of relatively light material; and, similarly, the floor of the ocean will, on this supposed earth, be depressed because it is composed of unusually dense material. This particular condition of approximate equilibrium has been given the name "isostasy."

The adjustment of the material toward this condition, which is produced in nature by the stresses due to gravity, may be called the "isostatic adjustment."

The compensation of the excess of matter at the surface (continents) by the deficiency of density below, and of surface deficiency of matter (oceans) by excess of density below, may be called the "isostatic compensation."

Let the depth below sea level within which the isostatic compensation is complete be called the "depth of compensation." At and below this depth the condition as to stress of any element of mass is isostatic; that is, any element of mass is subject to equal pressures from all directions as if it were a portion of a perfect fluid. Above this depth, on the other hand, each element of mass is subject in general to different pressures in different directions to stresses which tend to distort it and to move it.

Consider the relations of the masses, densities, and volumes, above the depth of compensation, fixed by the preceding definition. The mass in any prismatic column which has for its base a unit area of the horizontal surface which lies at the depth of compensation, for

a In this publication "gravity" is the term used for the phenomenon of weight or of the acceleration of a body falling to the earth, and, at any place, it is the resultant of the earth's attractive force, "gravitation," and the centrifugal force due to the earth's rotation. This distinction between the terms "gravity" and "gravitation" is not always clearly drawn.

In general it will be found that throughout this publication the attraction (expressed in dynes) is dealt with directly by preference rather than its numerical equivalent, the acceleration (expressed in centimeters and seconds).

its edges vertical lines (lines of gravity) and for its upper limit the actual irregular surface of the earth (or the sea surface, if the area in question is beneath the ocean), is the same as the mass in any other similar prismatic column having any other unit area of the same surface for its base.

ASSUMPTIONS MADE IN REGARD TO THE TOPOGRAPHY AND ISOSTATIC COMPENSATION.

For the purpose of making the computations by the Hayford method the earth's crust is assumed to be in a state of perfect isostasy, with each topographic feature compensated for by a deficiency (or excess) of mass directly under it, and it is assumed that this compensating deficiency (or excess) of mass is uniformly distributed to a depth of 113.7 km. This depth is that resulting from the first investigation by Hayford given in the Figure of the Earth and Isostasy from Measurements in the United States.

The mean density of the solid portion of the earth's surface is assumed to be 2.67 and the density of the ocean water 1.027. There is no assumption regarding the normal densities in the earth's crust below sea level. This fact should be clearly borne in mind, for a failure to realize this has been confusing to some who have considered the question of isostasy. It is simply assumed that the arrangement of the densities in the crust under a coastal plane at zero elevation is normal and that the densities under the continents, islands, and the oceans depart from the normal condition by the amount necessary to distribute the isostatic compensation uniformly with respect to depth of compensation. For our purpose a knowledge of the actual density at any given depth is unnecessary.

The writer does not believe any one of the assumptions stated above is exactly true. The average density (from Harkness's The Solar Parallax and Its Related Constants, p. 92) is certainly in error for the surface materials at many stations. The depth of compensation has a large probable error and may be largely in error for any given place. As it is the average or mean depth it may be subject to an actual error of considerable size. It is probable that the compensation for a topographic feature is not always distributed with exact uniformity with respect to depth. And it is also probable that the compensation is not located directly under a topographic feature. It may have a greater horizontal extent than the feature. The anomalies or differences between the observed gravity and the computed gravity give an idea of the extent to which the assumptions are not true. These differences are due partly to errors in the observations and computations, but mostly to departures from the conditions postulated. But it may be stated that the results show that the continents as a whole are almost perfectly compensated and that this is the condition with respect to large portions of a continent. One of the important problems of the geodesist is to determine the limits of the areas which may not be at least partly compensated.

CHANGE OF SIGN DUE TO DISTANCE.

The reader should consult pages 65 to 70 of Special Publication No. 10, which deals with the change of sign of the effect of topography and compensation due to distance.

In nearly all cases the combined effect of the topography and compensation changes sign from plus to minus before zone L is reached. This zone has an inner limit which is only 19 km. from the station. This is an important matter which should be considered by anyone studying the question of isostasy and its effect upon the intensity of gravity. One might assume without due consideration that in a mountainous region a station should have large positive corrections for each of the near zones, say within zone N, outer limit 99 km., while they may have large negative values. Pikes Peak, for example, has corrections of -0.0290 and -0.0334 dynes, respectively, for zones M and N.

The explanation of the change in sign is given in detail in Special Publication No. 10. Briefly, it is that near the station the topography has the predominating effect, as it is much closer than the center of mass of the compensation. As the distance from the station increases the ratio between the sine of the depression angle to the center of the compensation and the sine of the angle of elevation or depression to the center of the topography becomes greater. At the same time the ratio of the distances to the compensation and to the topography becomes less. Therefore at a certain distance the vertical component of the effect of the compensation becomes greater than that of the topography.

It is evident that at great distances from the station the effect of the compensation will be greater than the topography. It should be noted that the effect of topography in the oceans is negative and its compensation positive. This fact causes the combined effect for the more distant zones, which cover water areas mostly, to be positive. These facts may be observed by referring to the table given on pages 20-48.

REDUCTION TABLES FOR EFFECT OF TOPOGRAPHY AND ISOSTATIC COMPENSATION.

The tables for making the reduction for topography and compensation were computed upon the theory that the earth's crust is in a state of perfect isostasy with a surface density of 2.67 and a density of water in the oceans of 1.027, that the compensation is complete directly under the topography, and that the depth of compensation is 113.7 km. These tables with detailed statements as to the methods employed in computing them, and directions for using them are printed in Special Publication No. 10, entitled, "The effect of topography and isostatic compensation upon the intensity of gravity," United States Coast and Geodetic Survey, 1912. It is not desirable to repeat the tables with descriptions showing how to use them. The tables are made for 33 zones, which cover the entire surface of the earth, it having been found that the resultant attraction of the topography and compensation even at the antipodes must be taken into account.

It has been found possible to save much effort in making the computations by interpolating the values for the effect of the topography and compensation for the outer zones for a station from the values for those zones computed for surrounding stations. The saving will be greater when the new station is very close to the stations used for the interpolation. The subject of interpolation is discussed fully on pages 58 to 65 of Special Publication No. 10.

CORRECTIONS AND ADDITIONS TO TABLES.

Since its publication some errors were discovered in the reduction table for zone C. This table is repeated below with the corrected numbers in boldface type. These errors had no appreciable effect on the results of the investigations reported in Special Publications Nos. 10 and 12.

On pages 11 to 18 there are given additional tables which should be used when computing the effect of topography and compensation for the close topography at mountain stations. (See p. 94.)

For computing the effect of using the tables for a subdivided zone instead of the table for the entire zone, the elevation of the entire zone must be made consistent with the elevation of its parts. If h_1 and h_2 are, respectively, the elevations of the inner and outer subzones and h the average elevation of the entire zone, then,

for	zone	С,	$h = h_2 + 0.255$	$(h_1 - h_2),$
for	zone	D,	$h = h_2 + 0.310$	$(h_1 - h_2),$
for	zone	E,	$h = h_1 + 0.317$	$(h_1 - h_2),$
for	zone	F,	$h = h_2 + 0.328$	$(h_1 - h_2).$

In conformity with the reduction tables in Special Publication No. 10 all tabular values in the following tables are expressed in units of the fourth decimal place in dynes.

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Corrected reduction table for Zone C.a

[Inner radius, 68 meters; outer radius, 230 meters. Four compartments.]

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11

REDUCTION TABLES FOR DIVIDED ZONES.

[Inner radius, 68 meters; outer radius, 130 meters. Four compartments.]

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Zone C2.

[Inner radius, 137 meters; outer radius, 230 meters. Four compartments.]

		1100 feet			11111	- 19 - 18 - 18	- 16 - 15 - 15 - 13	- 13 - 12 - 12		011111 011111 011111	00000	00
		1000 feat		-17	1100	-17 -17 -16 -16 -16	15 - 13 - 12 - 12		000000	00000 11111	co oc oc oc oc 	00 00
		900 feet		-15 -16	-16 -16 -16 -16		-112	1000000	CP 00 00 00 00 	00 00 00 00 00	4 4 00 00 00 00	
		800 feet		-13 -13	- 14 - 14 - 14 - 14 - 14	- 113	-11 -10 -10 -9 -9	00000000			11111	00
-	rtment	700 feet		-10 -11 -12 -12	11122	11999	-100 00 60 60	0	00000	000000		11
	w compa	600 feet		110	100111	000000 	000440	1	 שייטיטיטיטי	44444	4444444 1111	41.441
	Belo	500 feet	9	1111	4 00 00 00 00	1111	0.0.0.0.0	44444	44400		**************************************	11
		400 feet	0 arm	1111	000000	+ 01010104	11111	0000000 11111	11111	0000000 	888888 1111	55
tion-		300 feet	0400 4 	1111	1111		11111	0000000	11111			11
on of sta		200 feet	868 F	000000 	0000000	000000	77777				11111	11
elevati		100 feet	1111	11111	11111	11111	11000	00000	00000	00000	00000	00
tion for		1100 feet	+++++	81100 811100	1111	444000	111000	00 00 00 00	00 00 00 00 00 00	66666	666666	60
Correct		1000 feet	+++++	+ 11	000000 11111	1111	00000	1111	00 00 00 -1 -1	00 00 00 00 00		00 00
		900 feet	+++++	++ 1001	699997	1111	40000	999999	1111	11111	11111	11
		800 feet	++++	+++	200 mmm	000000 11111	44440		0.000	999999	999999	9911
	rtment	700 feet		80 ++++	00111	888888 	1111	44444	410101010	010303030		1
	oompa	600 feet	222222	+++++	00007	1111	0000000 	000000	04444	11111	11111	11
	Above	500 feet	+++++	+++++	++	07777	1110000 11111	000000 11111	000000 11111	000000 	<u> </u>	000
		400 feet	*****		++++	00000		88777 	86888 	88888 	1111	55
		300 feet	*++++	*++++	+++++	+0000	00000					
		200 feet	+++++	*+++++	+++++	++	00000	00000	00000	11000	77777	11
		100 feet	011177 ++++	+++++	+++++	00000	00000	00000	00000	00000	00000	00
0r	Topog- raphy	com- pensa- tion	04400 +++++	+++++	+++10++112	+++++	++112	+++20 +212 +212	*++++	+++++	++++28	+25
rrection f	Com-	tion	00000	00000	00000	00000	00000	00000	00000	11111	11111	11
Co	Tonor	raphy	311138 311138 +++++	+++++ ∞∞∞∞≠+	++10.3 ++11.0 +11.8	++13.9 ++14.5 +14.5	++16.4 ++17.3 ++18.0 +18.0	+19.7 +20.1 +20.5 +20.9	+21.9	+24.0 +24.3 +24.3 +24.3	+25.1 +25.5 +25.5 +25.8	+26.0
Manual -	vation of oompart-	in feet	200000	700 200 1 000 1 000	1 100 1 200 1 300 1 500	1 700 1 700 2 000	800 800 800 800 800 800 800 800 800 800	3 200 3 400 4 30 8 600 4 000	4 500 5 500 6 500 6 500	7 000 8 500 9 000	9 500 11 000 12 000 13 000	14 000

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 $\label{eq:relation} Zone \ D_1.$ [Inner radius, 230 meters; outer radius, 330 meters. Bix compartments.]

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U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

	Mean ele- vation of compart-	nent, in feet	100 200 500 500	600 300 1 000	1 100 1 200 1 400	1 600 1 700 2 000 2 000	82 200 82 200 82 200 82 200 800 82 200 82 200 800 800 800 800 800 800 800 800 800	4 33 500 4 000 4 000 4 000	4 500 5 500 6 500 6 500	7 000 8 500 9 500 9 500 10 000	11 000 12 000 13 000 14 000 15 000
Cor		Topog- raphy	+++ 0.1 +++0.3 ++1.2	+++++ 9,9,9,9,0 9,0,0,0	++ 7.1 ++ 9.0 +10.8	+11.7 +12.6 +13.4 +14.9	+16.3 +17.6 +18.8 +19.9	+21.8 +22.6 +23.4 +24.1	++26.1 ++27.3 ++28.3 +28.3	++30.5 ++31.5 +32.6 +32.4 +32.7 +32.7 +32.7	+33.6 +34.0 +34.1 +34.8 +34.8
rection fo		pensa- tion	00000	00000	00000	00000	00000	00000	01111		1
1	Topog-	and com- pensa- tion	85500 +++	+++++	+++++	+++++122+122	++119+119+119	+21 +22 +23 +24	+++28	++++30 +++31 32 32 32	*++ +++
		100 feet	00077	77777	+++++	+++++	11000 ++	00000	00000	00000 00	000 00
		200 feet	11110 ++++		+++++	+++++	+++++	10000	00000	00000 00	000 00
		300 feet	⁶⁶⁶⁷⁷⁷⁰ ++++	000000 +++++	NNNNN +++++	+++++	+++++	+	00000	10 00000	111 11
		400 feet	888857 +++++	0000000 +++++	NNNNN ++++	888888 ++++	+++++	00000	11000	11111 11	
		500 feet	+++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	888899 ++++	12222	+++	00000	11111	11111 88	
		600 feet	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	*++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	+++++	++	00111	F=0000	800 800 80 1 1 1 1 1 1	80 800
	Abov	700 feet	222221 +++++	****	*****	+++++	+0000		888888 11111	000 000 000 	000 000 1 1 1 1
	e com	800 feet	30,000 +++++	+++++	*****	*++++	11000	11111	01000000 	1111111	111 11
	partm	900 feet	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	******	******	++++	S1110	000000 11111	11111	111111	
	nent	1000 feet	*****	*****		++	55881T	1111	11111		11111
		1100 feet	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1000000 +++++	*+++++	10011	22222 1111	04444	000000	000000000	11 11
		1200 feet	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	*****	*****	11100	1111	440000	100001		
Correction for eleva		1300 feet	88888- +++++	*****	00775	81110	1111 c100044	0001010	077770 11111		
		1400 feet	888855 +++++	(10) (2) (2) (2) +++++		11111	0.04.4.00	1 1 1 1	00 00 00 00	88888888888888888888888888888888888888	866 66 11111
		1500 feet		-++++			000040	44400		1110	1100
		1600 feet	****	-++++		0000000	4.0000	00 00 -1 -1 -1	-108	111	=== ==
tion o		100 feet	00077	11111	11111	11111	11111	10000	00000	00000 00	000 00
f stat		200 feet		000000 	88888 11111	000000 1111	887777 	77777		10000 00	000 00
- cioi		300 feet	1007 111	000000 11111	44440		0000000 11111	88888 1111	87777		
		400 feet	00 1	11111	ດາດາດາດາດາ 	11111	44400	000000 11111	0000000 11111		
		500 feet f	4	900054	02222	00000	400004	44444	000000 1111	000000000	000 000
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	npart	soo seet fe		- 10 - 10	11123	1122211	1000	-1-120 00 00	00004		111111
	ment	900 10 eet fi		-10	11111	133333	111123	00000	11111	1111111	
		000 1 eet 1		12	1111	1155155	1133113	11111	00 00 00 00		00 00 00
		100 1: eet fi			114	17	116	11221133	11 10 9 9 10 10		
		200 1: bet ft				19119	117 118	11111	11111		00 00 00 00 00
		300 1. bet fe			2019	88888	11111	11111		1111111	00000
		100 16			1	222222	11111	000188	11111	11111 <u>11</u> 11 82222 22	111 11
		000 16 ot fe			8	11111	11111	11111	1111		
		et 8				88888	88588	19 20 22	15 13	13 13 14	222 222

 $Zone \ D_2.$ [Inner radius, 390 meters; outer radius, 560 meters. Six compartments.]

		2600 feet			-25 -26	-27 -27 -27 -27	- 22	-117	-115	-14
		2400 feet				-25	-21 -21 -21 -19 -18	-17 -16 -16 -15 -15	-14 -13 -13	-12
		2200 feet			-22 -22 -23 -23 -23 -23	1222233	-20 -19 -17 -17 -16	-15 -14 -13 -13	-13 -12 -12 -12 -12 -11	HH-
		2000 feet		-18	-21	188881	-18 -17 -16 -16 -15 -14	13 13 12	111191 111191	-10
		1800 feet		-16 -17	- 18 1 - 18 1 - 19 19	-18 -18 -17 -17 -17 -17	- 15 - 14 - 13 - 13	-10	0100	63 00 †
	rtment	1600 feet		-13 -14	-16 -16 -16 -16 -16	-16 -15 -15	-113	00000	~1 00 00 00 00	
	compa	1400 feet		-112-113			1110		000473	99
	Below	1200 feet		-110 -110 -111	-112	19999	440000	000000	αιαιαιαια 	11
		1000 feet	9	000004	666666	-10000000	1111	1111	11111	000
		800 feet	4.10	1111	0 1 2 2 2 2 2 2	1111	1111	ကကကကက 	0000000 	²²
tion-		600 feet	4 00 10	0,0,0,0,0,4	1111	4 4 4 4 4	800000	11111		11
l of sta		400 feet	1111	000000 	000000 	101010101 11111	11111		11111	11
vation		200 feet	01111	11111	11111		11111	00000	00000	00
for ele		2600 feet	~~~~~~ +++++	++	+0004	00000	11.111	**************************************	81111	-11-
Correction		2400 feet	₩00000 +++++	807700 +++	aces⊨−	11111	0000-1-100	000000 	60000 11111	-10
	-	2200 feet	\$\$\$\$\$\$ +++++	++++	88770 1111	1111	1111	00 00 00 00 00	000000	60 CB 1 1
		2000 feet	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		87700	+ * * * * *	4.0000	11111		00 00
		1800 feet	****** +++++		+0011 11	11111	1 1 1 1 1	00000	1111	
	artment	1600 feet	****** +++++	*****	+++	51110	400004	4 4 9 0 10 10	999900	99 11
	compa	1400 feet	+++++	******	87770	00111	000000 	1111	11111	11
	Above	1200 feet	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	poccoco +++++	00	00000	11111	000000 	11111	44
		1000 feet	∞∞∞∞∞⊷ +++++	*++++	+++++	++	01111	000000	01000000 	11
		800 feet	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	*++++		+++++	00011	11111	11111	1 1 I
		600 feet	+++++	10 10 00 00 00 +++++	8888888 +++++	+++++	+	0000		11
		400 feet	*++++	000000 +++++	4++++	+++++	+0000	00000	00000	00
		200 feet	01124	+++++	+++++	+++++	00000	00000	00000	00
	Topog-	compen- sation	0mm@@ ++++	+++++	2772 +++++	1188 114 119 119 119 119 119 119 119 119 119	*++++	+++++	338885	+31+31
rection fo	Com-	pensa- tion	00000	00000	00000	00000	01111	11111	11111	8
(Cot	Tonog	raphy		001000 000000 +++++	++10.5 ++12.8 +113.8 +14.88	+15.8 +116.7 +117.6 +19.1	+++23.6 ++23.6	++++ 	++20.6	+32.6+33.0
	Mean eleva- tion of com- partment,	10 100	200 200 100 1000	1 200 1 400 1 800 2 000 2 000	8 2 2 00 8 2 2 8 00 8 2 2 8 00 9	3 200 3 400 4 000 4 000	4 500 5 500 6 500 6 500	7 000 8 500 8 500 9 000	9 500 10 000 11 000 12 000 13 000	14 000 15 000

Zone E₁.

[Inner radius, 590 meters; outer radius, 870 meters. Eight compartments.]

U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

		3200 feet				8222		33325	-22	86688	-19 -18 -18
		3000 feet			-28	80.00 TR		88888	88788	- 21 - 19 - 18	-17 -17 -17
		2800 feet			-25	88888	88888	866.	888389	-130	-16 -15
		2600 feet			-23	88855	5888	2222	-22 -130 -130	-17 -17 -16 -16	-14 -14 -13
		2400 feet			8282	8888		888888	-120-1120-1120	-15	115
		2200 feet			-18 -21 -21	88888	88888	110001	-17 -17 -16 -16	1122	777
	nent	2000 feet		-15	-16 -13 -19 -19		-19	-17 -17 -17 -17	-15	-112	- 10
	parts	1800 feet		-13	-15		-117 -117 -116 -116	-15		11001	00 00 00
	W COD	1600 feet		-112-122-122-122-122-122-1222-122-122-1222-1222-1222-1222-1222-1222-1222-1222-1222	-14	-15 -15 -15 -15		1122	-100	430000	
	Belo	1400 feet		-10	-13			11991	aaaaaaa 	00111	1100
		1200 feet		00000	89977	11999	1100	0000000 11111	004444	00000	444
		1000 feet	T	004440	00 00 00 00 00	00 00 00 00 00 	0000000	1111	1111	4444	0000 111
		800 îeet	1 1	40000	00000	999999	222999	000000	11111	<u>ကကကကက</u> 	555
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		200 feet	00111	77777	11111	11111	11111	11111	11111	10000	000
070 10		3200 feet	acacion +++++	000000 +++++	0	88540	1111	000000	11111	1100011 100011	-12 -12
		3000 feet	*****	+++++ ****000	+++++	87700 	*******	© @ @ @ @ #	0000000	000000	
		2800 feet	*****	+++++	₩00000 +++++	+ 11	00000 − 0	04440		00000000	-10
·		2600 feet	+++++	*****	666666 +++++	++0000	8887T	11111	11111	1111	000
		2400 feet	+++++	+++++	\$\$\$\$\$\$\$	°0 ++++	8111 ⁰	000000 	44000	11000	00 00 00
		2200 feet	+++++	*****	*******	+++++	11000	56667	00440	000000	111
	ment	2000 feet	+++++	+++++	+++++		77000	77777	400004	440000	000
	npart	1800 feet	+++++	4++++	+++++	1000000 +++++	7777°	11000	00000 11111	1111	1 0.014
	V8 C01	1600 feet	+++++	4++++	+++++	19190000 +++++	*++++	+	7777	000000 11111	4 4 4
	Abo	1400 feet	+++++	+++++	+++++	*++++		+++	1111	200000	111
		1200 feet	***** *****	+++++	+++++	*++++	000000 +++++	+++++	00007	8	111
		1000 feet	33222	+++++	*****	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	000000 +++++	++++	+ 0000	11110	111
		800 feet	35577	+++++	+++++	*++++	888888 +++++	+++++	001117	10000	111
		600 feet	\$\$\$ 7777	°°°°°°°°	*++++	6669699 +++++	200000 +++++	+++++	++++	00000	000
		400 feet	\$77770 ++++	⁵⁵ 55 55 55 +++++	10000000 +++++	01010101 +++++	*++++	+++++	++++	00000	000
		200 feet	+++	+++++	+++++	+++++	+++++	+++++	+ 0000	00000	000
	Topog-	com- com- tion	*+++	+++++	+++++	++++117+119	+++++ ****	+++28	++++ 3321 34	+++33	+40+41+41
	Com-	pensa- tion	00000	00000	00000	07777	11111	11111	11111	11111	111
	Torrect	taphy	++++ 2.5 2.5 3.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2	+++++ ••••••••••••••••••••••••••••••••	+ 8.9 +10.1 +11.4 +12.6 +13.9	+15.1 +16.3 +17.4 +18.5 +19.6	+20.6 +21.6 +22.6 +23.5	+25.3 +26.1 +26.9 +27.7 +28.4	+30.1 +31.6 +33.0 +34.3 +34.3	+36.5 +37.4 +37.4 +39.9 +41.2	+42.4 +43.4 +44.3
Manual Ac	vation of compart-	in feet	1 8000	2 000 2 000 2 000	3 2 800 3 2 8000000000000000000000000000000000000	4 3 200 4 3 200 4 3 200 5 400 5 000 6 0000 6 0000 6 000 6 000 6 000 6 000 6	4 400 4 400 6 4 400 7 4 800 7 6 000	5 200 5 400 6 5 500 6 000 6 000	6 500 8 500 8 500 8 500	9 000 11 000 12 000	13 000 14 000 15 000

Zone Es.

[Inner radius, 870 meters; outer radius, 1280 meters. Eight compartments.]

Con

tion

1

		3200 feet				-117	-1881-1		-117 -117 -116 -116	11111	101110
		3000 feet			- 13	-114 -115 -116 -116	-117	-17 -17 -17	-16	-14 -13 -13 -13	100
		2800 feet			113		-116	116	144	11222	
		2600 feet			-11 -12	-12			11111	11119	000000
		2400 feet			-10	11221-12	112222	113	22111	01110	-1 -1 00 00 00
		2200 feet			110 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	77777	12222	22222	10000	00000	00444
	nent	2000 feet		5	000000	22222	99999	99999	00000		000000
	Iparti	1800 feet		6.6	000000	86666	66666	88888 11111	1-100000	00017	4 5 5 5 6
	W COL	1600 feet		1100	11190	00 00 00 00 00		444400	1111	0.000000	24444
	Belov	1400 feet		4440	6 6 6 7 7	11110		99999	8 60 60 60 60 1 1 1 1 1	444	440000
		1200 feet		000044	00000	99999			11111	444000	10 10 mm mm mm
		1000 feet	69 	000000 000000	44444	4444	****	*****	44000	0000000	11111
		800 feet	50 T	000000 11111		0000000			1000000	NNNNN 11111	11115
tion	-	600 feet	111	P 09 09 09 09	0101010101	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	1000000	11111	11111	11110	77777
01 8t8		400 feet	1100	11111	11111	11111	11111	11111	11111	77777	11110
BLIOD		200 feet	00000	00111	11111	11111	11111	11111	11100	00000	00000
r elev		3200 feet	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	+++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	10100000 +++++		00011	55110	000000 11111	44400
ILIGCTION TOL		3000 feet	\$\$\$\$ \$ +++++	****** *++++	+++++	100000 +++++	+++++	00111 +++	11100	000000 11111	04444
		2800 feet	*++++	+++++	+++++	+++++	000000 +++++	77777	11000	11111	00044
5		2600 feet	*++++	+++++	+++++	*++++	000000 +++++	*++++	70007	11111	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
		2400 feet	*++++	******	+++++	*++++	1000000 +++++	*****	#0000 +	77777	000000
		2200 feet	+++++	+++++	+++++	+++++	1000000 +++++		 +++	00777	199999
	nent	2000 feet	+++++	******	+++++	*++++	10 10 10 10 10 10 10 10 10 10 10 10 10 1	88888 +++++	++++0	10000	77799
	parti	1800 feet	522211	*++++	*+++++	+++++	*******	*****	+++++	00000	11111
	000	1600 feet	*++++	°°°°°°°°	*++++	*++++	1000000 +++++	88888 +++++	*++++	+0000	00777
	Abov	1400 feet	58770 ++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	+++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	10 80 00 00 +++++	12 12 12 12 12 12 12 12 12 12 12 12 12 1	*++++		00077
		1200 feet	*+++ ⁰	*****	*****	*****	*****	100000 +++++	*++++	++++	00000
		1000 feet	·*+++	101010100 +++++	+++++	*+++++	*****	*****	*++++	+++++	00000
		800 feet	011111 ++++	\$\$\$\$\$\$ +++++	888888 +++++	000000 +++++	*****	*++++	+++++	+++++	00000
		600 feet	00111 +++	⁵⁵	800000 +++++	*****	*****	+++++	+++++	+++++	00000
		400 feet		+++++	+++++	77777	77777	77777	77777	7777°	00000
		200 feet	00000	°°7777	+++++	77777	77777	77777	-0000	00000	00000
)r	Topog- raphy	com- pensa- tion	++		+++++ 44000	*++++	++12 ++12 +13	+114 +115 +115 +115	++119 ++210 +21	58885 +++++	888 ++++
rection fe	Com-	pensa- tion	00000	00000	00000	00000	11111	11111	77777	11111	8887TT
COL	Tomor	Audan Sodor	0.0 ++++	+++++	+++++ 6.5.4.4 8.1.4.70	++ 7.5 ++ 8.9 +10.3	+11.0 +12.4 +13.0 +13.7	+14.3 +14.9 +15.5 +16.1 +16.7	+17.8 +18.8 +19.8 +21.6	+++23:4	+28.7 +28.0 +28.1 +30.1 +31.0
Manu ala	vation of compart-	in feet	200 400 800 1 000	1 200 1 400 2 000 2 000	8 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 200 4 400 5 800	6 8 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 400 6 800 8 7 7 200 8 000	8 400 8 800 10 800 10 800	11 000 112 000 114 000 115 000

59387°-17-2

 $Zome \ F_1.$ [Inner radius, 1280 meters; outer radius, 1680 meters. Ten compartments.]

1		3200				-14 -15 -16 -16 -17	-17 -18 -18 -18 -18 -18 -19	119	02	111000	
		feet			- 13	-13	-17	11881118	11188111	-112	112211
		feet			-11	114	-15	-16	-17	11111	-112
		feet			1110	1122	-14	-15	112211		-10
		2400 feet			6611		111333			-1221-	11-11-100
		feet	11.		1111	29777	22222	11111	199991		-100000
	lent	2000 feet		8	11111	66000	11111	=====	77799	00000	00 -1 -1 00 00
	partur	feet		000 11	00-1-1-0	000000	1100	1111	00000	00 00 00 00 00	00000
	7 com	1600 feet		0.017 111	10000	00 00 00 00		00 00 00 00 00 1 1 1 1 1	00 00 00 00 00		000000
	Below	feet		03444	11111 100000	11198	11111		01111	20000	1111
		feet		1111 0400 00 44	11111	000011	999999	99999	00000	1111	11111
		1000 feet	13	0000000 11111	1 1 1 1 1 1	44400		022020	1111	*****	1000000
		800 feet	11	000000	000000 11111	1111	11111	1111	440000	0000000 11111	1111
- uoji	-	600 feet	111	866777 11111	88888 11111	8889999 1111	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		101010000	11111	11115
of stat		400 feet	1100	11111	11111	888888 11111	888888	88888	11111	11111	11111
stion		200 feet	00000	00011			11111	11111	1111	11111	10000
eleve		3200 feet	***** ****	4++++	-++++	00555 +++++	000000 +++++	+++++	000000 +++++	+++	11111
prection for		3000 : feet		+++++ 0:0:0:4:4:4:4	+++++	000000 +++++	+++++	+++++	\$\$\$\$\$\$\$ +++++	21176	071799
		feet	+++++	+++++ 0 + + 0 0	0.00000 +++++	\$10000 +++++	1010101010 +++++	+++++ 10 4 4 4 4	\$00000 +++++	77775	81100
3		feet	355777	+++++	000000 +++++	10101010 +++++	4++++	+++++	******	1-200 +++++	11100
		2400 feet	3557FF	+++++	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1++++	4++++	+++++	+++++ ******		11001
		2200 feet	35577	+++++	200000	-+++++	+++++ 0 0 0 0 0	+++++	+++++		10011
	lent	2000 feet	+++++	+++++	+++++	0101010 +++++	+++++	+++++	+++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
	partm	1800 feet	+++++	+++++	+++++	0000000 +++++	+++++	+++++	*****	00000 +++++	+++
	e com	feet	885550 ++++	+++++	+++++	+++++	*****	*****	*****	1000000 +++++	017770
	Above	1400 feet	55110	000000 +++++	+++++ 04444	+++++	+++++	+++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	100000 +++++	0-1-1-1-7 ++++
		1200 feet	⁵ ++++	*****	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	* * * * * *	++++ 444444	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	000000 +++++	00000 +++++	++++
		feet	°7777 ++++	888888 +++++		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	000000 +++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	100000 +++++	888888 +++++	+++++
		800 feet	01111+++	*****	999999 +++++	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	*****	000000 +++++	-00007 +++++	+++++
		600 feet	00111	++++*	88888 +++++	200000 +++++	55555 +++++	88888 ++++	1000000 +++++	*++++	+++++
		400 feet	++000		+++++	+++++	 +++++	~~~~~ +++++	+++++	+++++	++++
		200 feet	00000	00077	+++++	+++++	+++++	+++++	+++++	++++	00000
1	Topog- raphy	and com- pensa- tion	+		+++++	1000077	++++++++13	+++16 +16 +17 17	+++++	+++++	++++34+++335+++335
ection for	Com.	pensa- tion	00000	00000	00007	11111	11111	11111	11111	888888 	33556 11111
Corr		Topog- raphy	822310 000310 ++++	350082 350082 +++++	+++++ 6.5.0.3.7 4.60.0.3.7	+++ 7.1 ++ 8.6 +10.2	+111.0 +12.7 +12.7 +13.5	++++ +15.9 +17.4	+19.7 +21.2 +21.0 +24.0	+28.6 +27.8 +28.9 +30.0 +31.1	++33.6 ++35.8 +41.1
	Mean ele- vation of compart-	in feet	200 400 600 800 1 000	1 200 1 400 1 800 2 000	800 800 800 800 800 800 800 800 800 800	3 200 3 400 3 800 4 000	4 200 4 400 5 000	5 200 5 800 5 800 6 000	6 400 6 800 7 200 8 000 8 000	8 400 8 500 9 200 10 000	11 000 12 000 13 000 15 000

Zone F2.

[Inner radius, 1680 meters; outer radius, 2200 meters. Ten compartments.]

Chapter II.—CORRECTIONS FOR TOPOGRAPHY AND ISOSTATIC COMPENSATION AND PRINCIPAL FACTS FOR GRAVITY STATIONS.

MEAN ELEVATIONS AND CORRECTIONS FOR TOPOGRAPHY AND ISOSTATIC COMPENSATION FOR SEPARATE ZONES AT STATIONS IN THE UNITED STATES.

There are given in the following tables (pp. 20 to 45) the combined effect of the topography and compensation for all zones and the separate effects of the topography and the compensation for each of the lettered zones for the 219 stations in the United States. In addition, there is given the mean elevation of the topography for each of the lettered zones for all of the stations from No. 57 to No. 219. No record of the elevation of the topography for the separate zones was made for the first 56 stations, when the topography and compensation effects were computed, and it was not deemed expedient to read the maps again to obtain that information for publication here. With the combined effect of topography and compensation given for separate zones at the first 56 stations one may get from the tables an approximate value of the elevation of the topography for the zones. The values of the effects of topography and compensation, separately and combined, are expressed in the fourth decimal place in dynes. Values resulting from interpolation from surrounding stations are indicated by italic type. For explanation of process of interpolation, see pp. 58-65 of Special Publication No. 10.) The following table gives the radii of the zones and the number of compartments in each of them:

Designation of zone	Inner radius of	Outer radius of zone	Compartments
A B C D E F G H I J K L M N O	Meters 0 2 68 230 590 1 280 2 290 3 520 5 240 8 440 12 400 18 800 28 800 58 800 99 000	<i>Meters</i> 2 68 230 590 1 280 2 290 3 520 5 240 8 440 12 400 12 400 18 800 28 800 28 800 58 800 99 000 166 700	$ \begin{array}{r} 1 \\ 4 \\ 4 \\ 6 \\ 8 \\ 10 \\ 12 \\ 16 \\ 20 \\ 16 \\ 20 \\ 24 \\ 14 \\ 16 \\ 28 \\ \end{array} $
18 17 16 15 14 13 12 11 10 8 7 6 5 4 3 2 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 16 10 8 6 4 4 2 18 16 12 10 6 12 10 6 12 10 6 12 10 10 12 10 10 10 10 10 10 10 10 10 10

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Zone	Topog- raphy	Com- pen- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sition	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- su- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion
	Key	West, No. 1	, Fla.,	West Fl	Palm 1 a., No.	Beach,	Punta	Gords No. 3	, Fla.,	Apala	chicols No. 4	, Fla.,	New	Orlean No. 5	s, La.,	Ra	yville, No. 6	La.,
A B C D E	+1 0 -1 0	000000	+ 1 - 1 0	+2 0 0 0 0	000000000000000000000000000000000000000	+ 2000	+1 0 0 0 0	00000	+ 1	+2 0 0 0 0	0 0 0 0 0	+ 2 0 0 0	+1 0 0 0	0	+ 1	+ 2 +20 + 4 + 6	000000000000000000000000000000000000000	+ 2 +20 + 4 + 6
FGHIJ	0 0 0 0 0	0000	0 0 0 0	000000	0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	000000000000000000000000000000000000000	000000000000000000000000000000000000000		000000000000000000000000000000000000000	0000	0 0 0 0	000000000000000000000000000000000000000	0000	0
KLMN0	0 0 0 0	$ \begin{array}{c} 0 \\ +14 \\ +42 \\ +55 \end{array} $	$ \begin{array}{r} 0 \\ 0 \\ + 14 \\ + 42 \\ + 55 \end{array} $	0 0 0 0 0	0 + 5 + 20 + 24 + 16	0 + 5 + 20 + 24 + 16	000000000000000000000000000000000000000	0 0 0 0 0	0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 +6	· 0 0 + 6	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	000000000000000000000000000000000000000
18 17 16 15 14			+ + + + + + + + + + + + + + + + + + + +			+++++++++++++++++++++++++++++++++++++++			$ \begin{array}{c} 0 \\ + 1 \\ + 2 \\ + 6 \\ + 10 \end{array} $			+ 2 + 3 + 4 + 9 + 11			+ 2 + 2 + 5 + 7 + 11			-1 -1 -2 -3
13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·		+ 38 + 38 + 42 + 25 + 15			+ 33 + 39 + 45 + 27 + 15			+ 30 + 31 + 33 + 28 + 14			+ 17 + 11 + 9 + 14 + 12	· · · · · · · · · · · · · · · · · · ·		+ 24 + 22 + 7 + 8 - 2	· · · · · · · · · · · · · · · · · · ·		$+ \frac{5}{60}$ $- \frac{1}{-3}$
8 7 6 5 4			+ 15 + 5 + 6 + 10 + 8			+ 15 + 5 + 10 + 8			+ 13 + 6 + 10 + 8			+ 10 + 8 + 10 + 7		· · · · · · · · ·	+ 5 + 7 + 10 + 10 + 8			+ 8 + 8 + 9 +11 + 7
3 2 1			+ 6 + 2 + 1			+ 6 + 2 + 1			+ 6 + 2 + 1			+ 6 + 3 + 1			+ 6 + 3 + 1			+ 5 + 3 + 1
Total.	Galv	veston,	+350 Tex.,	Point	Isabel No. 8	+306 , Tex.,	La	redo, T No. 9	+201	Austin,	Tex. ((+151 Capitol),	Austin	, Tex	(Uni- 0. 11	McAl	ester, (No. 12) +77 Okla.,
	+2 0 0 0	000000000000000000000000000000000000000	+ 2 0 0 0	+2 +4 0 0 0	0 0 0 0	+ 2 + 4 00	+ 2 +56 +50 +21 + 8	000000000000000000000000000000000000000	+ 2 +56 +50 +21 + 8	+2 +56 +64 +34 +15	000000000000000000000000000000000000000	+ 2 +56 +64 +34 +15	+ 2 +56 +72 +40 +16	000000000000000000000000000000000000000	+ 2 +56 +72 +40 +16	+ 2 +60 +87 +52 +21	0 0 0 0	+ 2 +60 +87 +52 +21
F G H I J	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	000000000000000000000000000000000000000	0 0 0 0	0 0 0 0 0 0	0 0 0 0	0 0 0 0	+ 2 0 0 0	0 0 0 -14	+ 2 0 0 -14	+ 6	0 0 0 14	+ 6 0 0 -14	+10 0 0 0 0	0 ■ 0 −13	+10 0 0 -13
K L M N O	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	$ \begin{array}{c} 0 \\ 0 \\ -1 \\ +27 \end{array} $	$ \begin{array}{c} 0 \\ 0 \\ - 1 \\ + 27 \end{array} $	0 0 0 0 0	$ \begin{array}{r} -4 \\ -10 \\ -24 \\ -26 \\ -21 \end{array} $	-4 -10 -24 -26 -21	0 0 0 0	$ \begin{array}{r} -18 \\ -22 \\ -41 \\ -43 \\ -44 \\ -44 \end{array} $	-18 -22 -41 -43 -44	0 0 0 0	-18 -22 -41 -43 -44	-18 -22 -41 -43 -44	0 0 0 0	-16 -22 -46 -35 -40	-16 -22 -46 -35 -40
18 17 16 15 14			+ 2 + 3 + 4 + 6			+ 10 + 12 + 13 + 15 + 14	· · · · · · · · · · · · · · · · · · ·		$ \begin{array}{r} -5 \\ -6 \\ -7 \\ -10 \\ -8 \end{array} $			- 88 - 77 - 7			- 8877777			- 8 - 8 - 9 9 9 1
13 12 11 10 9		· · · · · · · · · · · · · · · · · · ·	+64 + -85 + 1 + -5 + 1	· · · · · · · · · · · · · · · · · · ·		+ 12 - 1 - 9 - 5 + 5			$-21 \\ -10 \\ -12 \\ -4 \\ +4$			-18 -9 -7 -11 +1			-12 - 9 - 7 - 11 + 1	· · · · · · · · · · · · · · · · · · ·		-15 -13 -12 -12 -12 -4
8765 1	• • • • • • • •	· · · · · · · · · · · · · · · · · · ·	+ 7 + 8 +10 +10 + 9	· · · · · · · · · · · · · · ·		+ 9 + 9 + 10 + 10 + 9			+10 + 9 +10 +10 + 9	· · · · · · · · · · · · · · · · · · ·		+ 7 + 9 +10 +10 + 9	· · · · · · · · · · · · · · · · · · ·		+ 7 + 9 +10 +10 + 9	· · · · · · · · · · · · · · · · · · ·		+ \$ + 8 + 9 +11 + 8
3 2 1 Total.			+ 6 + 8 + 1 +74			+ 6 + 2 + 1 + 154		•••••	+ 6 + 2 + 1 +30			+ 6 + 2 + 1 + 1 -30		•••••	+ 6 + 2 + 1 + 1 -11			+ 5 5 + 1 + 8

Corrections for topography and isostatic compensation, separate zones, for United States stations.

20

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Zone	Topog- raphy	Com- pen- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- si- tion	Topog- raphy and com- pensa- tion
-	Little	Rock No. 13	Ark,	Colur	nbia, 7 No. 14	`enn.,	Atlant	a, Ga.,	No. 15	McCo	rmick, No. 16	8. C.,	Charl	leston, No. 17	S. C.,	Beaufo	rt, N. 18	C., No.
A B C D E	+ 2 +48 +31 +12 + 5	0 0 0 0 0	+ 2 +48 +31 +12 + 5	+ 2 +60 +78 +48 +19	0 0 0 0 0	+ 2 +60 +78 +48 +19	+ 2 + 64 + 104 + 90 + 40	0 0 0 11 0	+ 2 + 64 +104 + 90 + 40	+ 2 +56 +64 +30 +13	0 0 0 0 0	+ 2 + 56 + 64 + 30 + 13	+2 +4 0 0	0 0 0 0	+ 2 + 4 0 0 0	+1 0 0 0	0 0 0 0	+ 1
F G H I J	0 0 0 0	0 0 0	000000000000000000000000000000000000000	+ 7 0 0 0 0	0 0 0 -12	+7 0 0 -12	+ 19 0 0	0 0 0 -16	$+ 19 \\ 0 \\ 0 \\ - 16$	0 0 0 0	0 0 0 - 2	0 0 0 - 2	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	000000000000000000000000000000000000000
K L M N O	0 0 0 0	-1 -20 -30 -29	-1 -20 -30 -29	0 0 0 0	-16 -17 -34 -39 -42	-16 -17 -34 -39 -42	0 0 0 0 0	-20 -24 -50 -44 -49	20 24 50 44 49	0 0 0 0 0	$ \begin{array}{r} -5 \\ -7 \\ -28 \\ -31 \\ -37 \end{array} $	-5 -7 -28 -31 -37		0 0 -1 +2	$ \begin{array}{c} 0 \\ 0 \\ - 1 \\ + 2 \end{array} $	000000000000000000000000000000000000000	0 0 + 4 + 45	0 0 + 4 + 45
18 17 16 15 14	• • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	- 5 - 5 - 5 - 5 - 5 - 5		· · · · · · · · · · · · · · · · · · ·	- 7 - 7 - 6 - 7			$ \begin{array}{r} - 9 \\ - 10 \\ - 9 \\ - 7 \\ - 6 \end{array} $	· · · · · · · · · · · · · · · · · · ·		- 7883	· · · · · · · · · · · · · · · · · · ·		+++++	· · · · · · · · · · · · · · · · · · ·		+ 14 + 16 + 20 + 27 + 34
13 12 11 10 9		• • • • • • • • • • • • • • • • • • •	- 8 - 7 - 5 - 2 - 5 - 5		· · · · · · · · · · · · · · · · · · ·	-10 - 5 = 10 + 6 + 3			-7 -1 +6 +14 +9			- 1 + 7 + 18 + 17 + 10		· · · · · · · · · · · · · · · · · · ·	+ 12 + 21 + 24 + 21 + 18		· · · · · · · · · · · · · · · · · · ·	+ 52 + 36 + 29 + 19 + 14
8 7 6 5 4	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ \$ + 8 + 9 +11 + 7	• • • • • • • • • • •		+ 4 + 6 + 7 + 10 + 7			+ 6 6 7 10 7 + 10 7	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 8 + 6 + 10 + 7 + 7 7	· · · · · · · · · · · · · · · · · · ·		+ 18 + 5 6 9 7		· · · · · · · · · · · · · · · · · · ·	+ 14 + + 5 + + + + + + + + + + + + + + + + +
3 2 1	· · · · · · · · · · · · · · · · · · ·		+ 5 + 3 + 1			+ 6 + 3 + 1			+ 6 + 3 + 1			+ 6 + 3 + 1			+ 6 + 3 + 1			+ 6 + 3 + 1
Fotal.	Charlo	ttesvil No. 19	+12 le, Va.,	Deer Pa	rk, Md	., No. 20	Washin C. an	ngton, d G. S.	+142 D. C., Office,	Washin Smith	ngton, hsoniar	+120 D. C., 1 Insti-	Baltimo	re, Mđ	+159	Philac	lelphia No. 24	+361
A	+ 2 +56	0	+ 2	+ 2 + 68	D O	+ 2 + 68	+ 2 + 12	0	+ 2	+2	0	+ 2 + 8	+ 2	0	+ 2	+ 2 +12	0	+ 2 +12
	+62 +33 +11	0	+62 +33 +11	+144 +209 +186	- 8	+144 +209 +178	+ 2 0 0	0 0 0	+ 2	0	Ö O D	000	+ 4 + 6	000	+ 4 + 6 0	+ 4	0 0 0	+ 4 0
F G H I J	+ 3000	0 0 0 0 7	+ 30007	+101 + 52 + 36 + 20 + 16	-10 -12 -16 -20 -32	+ 91 + 40 + 20 - 16	000000000000000000000000000000000000000	0 0 0 0	0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0	000000000000000000000000000000000000000	00000	0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000	000000000000000000000000000000000000000	000000
K L M N O	000000000000000000000000000000000000000	$-11 \\ -21 \\ -52 \\ -46 \\ -52$	-11 -21 -52 -46 -52	0 0 0 0	-36 -59 -97 -79 -72	36 59 97 79 72	0 0 0 0 0	U 0 -12 -17 -23	0 0 -12 -17 -23	000000	0 0 -12 -17 -23	0 -12 -17 -23	0 0 0 0	-2 -3 -20 -16 -20	-2 -3 -20 -16 -20	000000000000000000000000000000000000000	$ \begin{array}{c} 0 \\ - & 6 \\ -10 \\ -19 \end{array} $	0 - 6 -10 -19
18 17 16 15 14	· · · · · · · · · · · · · · · · · · ·		-10 - 9 - 8 - 7 - 7	• • • • • • • • • • • •		- 11 - 10 - 10 - 8 - 8	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·			• • • • • • • • • • • • • • • • • • •	- 8984	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • •	- 6 - 7 - 9 - 8 - 8 - 8	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 8 - 6 - 5 0
13 12 11 10 9			-10 + 8 +13 +18 +12		• • • • • • • • • • • • • • • • • • •	- 11 + 3 + 7 + 13 + 10		· · · · · · · · · · · · · · · · · · ·	+ 5 +15 +18 +17 +11	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	+ 5 +15 +18 +17 +11			+ 7 +14 +19 +17 +10		• • • • • • • • •	+19 +19 +21 +16 +11
876 54			+11 + 5 + 6 + 8 + 7		* * * * * * *	+ 10 5 6 8 7		· · · · · · · · · · · · · · · · · · ·	+18 + 6 + 7 + 6 + 7		· · · · · · · · · · · · · · · · · · ·	+18 + 6 + 7 + 6 + 7			+13 + 6 + 6 + 7 + 6			+14 + 6 + 6 + 6 + 6
3 1 Iotal.			+ 6 + 3 + 1 + 1 + 25			$+ & 6 \\ + & 3 \\ + & 1 \\ + & 413 \\ - & + & + & 413 \\ - & + & + & + \\ - $			+ 0 + 4 + 1 +40			+ 6 + 4 + 1 +34			+ 6 + 4 + 1 + 1 + 57			+ 6 + 4 + 1 +93

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Zone	Topog-	Com- pen- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- ka- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and mm- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion
	Prin	No. 2	N. J.,	Hobe	ken, 1 No. 26	1 1. J.,	New	York, No. 27	N. Y.,	Word	ester, 1 No. 28	Mass.,	Bos	ton, M No. 29	888.,	Camb	ridge, No. 30	Mass.,
ABCDE	+2 +40 +16 +6	0	+ 2 + 40 + 16 + 6	+2 +8 0 0		+ 2 + 8 0	+ 2 +27 + 7 + 2	000000000000000000000000000000000000000	++2772	+ 2 +56 +64 +31 +11	000000000000000000000000000000000000000	+ 2 + 56 + 64 + 31 + 11	+ 2 +16 + 4 + 1		+ 2 + 16 + 4 + 1 = 0	+ 2 +12 0 0		+ 2 + 12 0 0
FGHI	8000	000000000000000000000000000000000000000	000000000000000000000000000000000000000	000000000000000000000000000000000000000	000000000000000000000000000000000000000	0	0	0000	0	+ 7	0 0 0 -10	+ 7	D O D O	000	8	0	0000	00000
KL MNO	000000000000000000000000000000000000000	0 11 16 22	0 - 11 - 16 - 22	0	0 0 -12 -18 -25	0 0 -12 -18 -25	000000000000000000000000000000000000000	0 0 -12 -18 -26	$0 \\ 0 \\ -12 \\ -18 \\ -26$	000000000000000000000000000000000000000	-13 -14 -27 -25 -28	- 13 - 14 - 27 - 25 - 28	D 0 0 0 0	0 4 12 10	$0 \\ 0 \\ - 4 \\ - 12 \\ - 10$	0000	-8 -3 -9 -15 -14	- 3 - 3 - 9 - 16 - 14
18 17 16 15 14						- 0 - 5 + 1 + 3	* * * * * * * * * *		- 6 - 5 - + 3 + 3	· · · · · · · · · · · · · · · · · · ·		- 2 3 4 2 2			- 2 - 1 - 1 - 2 - 2	· · · · · · · · · · · · · · · · · · ·		
13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·		+ 13 + 20 + 21 + 16 + 11			+14 +22 +21 +16 +11	· · · · · · · · · · · · · · · · · · ·		+ 14 + 22 + 21 + 18 + 11	· · · · · · · · · · · · · · · · · · ·		+ 9 + 24 + 23 + 17 + 12			$ \begin{array}{r} + 11 \\ + 26 \\ + 25 \\ + 18 \\ + 12 \end{array} $			+ 10 + 25 + 25 + 18 + 12
8 76 54			+ 14 + 6 + 6 + 6			+15 + 6 + 6 + 6 + 6			+ 15 + 6 + 6 + 6 + 6 + 6	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 17 + 6 + 6 + 6 + 6 + 6			+ 17 + 6 + 6 + 6 + 6 + 6			+ 17 + 6 + 6 + 6 + 6
3 2 1		•••••	+ 6 + 4 + 1	•••••		+ 6 + 4 + 1			+ 6 + 4 + 1			+ 6 + ¥ + 1			+ 6 + 4 + 1			+ 6 + 4 + 1
Total.		•••••	+130	•••••		+79			+106			+178			+133			+101
	Calais	s, Mo.,	No. 31	Ithaca	, N. Y.	, No. 32	Cleve	No. 33	Ohio,	Cinci	nnati, No. 34	Ohio,	Terre	Haute No. 35	, Ind. ,	Chicag	30, Ill.,	No. 36
A B C D E	+ 2 +25 + 4 + 4 0	0 0 0 0 0	+ 2 + 25 + 4 + 4 + 4 = 0	+ 2 +60 +88 +59 +27	0 0 0 0	+ 2 +60 +88 +59 +27	+ 2 +58 +78 +48 +20	000000000000000000000000000000000000000	+ 2 +58 +78 +48 +20	+ 2 +60 +84 +57 +22	0 0 0 0	+ 2 +60 +84 +57 +22	+ 2 +56 +60 +28 +12		+ 2 +56 +60 +28 +12	+ 2 +56 +72 +42 +16		+ 2 +56 +72 +42 +16
F G H J	0 0 0 0 0	000000000000000000000000000000000000000	000000000000000000000000000000000000000	+ 6	0 0 0 -16	+ 6 0 0 -16	+10 0 0 0	0 0 0 0 0 0 0 0 0 0 0	+10 0 0 -16		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 -11	+ 2 0 0 0 0	0000	+ 2 0 0 0 0 0 0 8	+ 4 0 0 0	0 0 0 0 0 0 0 0 7	+ 4 0 0 - 7
KL MN O	0 0 0 0	$0 \\ 0 \\ - 5 \\ - 4 \\ -15$	$ \begin{array}{r} 0 \\ 0 \\ - 5 \\ - 4 \\ - 15 \end{array} $	0 0 0 0	$-20 \\ -32 \\ -50 \\ -56 \\ -58$	20 32 50 56 58		20 24 42 41 45	-20 -24 -42 -41 -45		-17 -20 -42 -50 -48	17 20 42 50 48	0 0 0 0	-10 -12 -30 -37 -35	-10 -12 -30 -37 -35	000000000000000000000000000000000000000	-9 -11 -22 -26 -23	
18 17 16 15 14		· · · · · · · · ·	3 3 8 4 8	· · · · · · · · · · · · · · · · · · ·		- 8 7 - 7 - 7						1 1 1 1			- 6 - 6 - 6 - 7		· · · · · · · · · · · · · · · · · · ·	- 6 6 7 8 9
13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 3 + 9 + 18 + 18 + 13	· · · · · · · · · · · · · · · · · · ·		-6 + 7 + 8 + 11 + 8	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	-18 -10 -5 + 4 + 5			-15 - 8 8 + 4 + 4	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	-16 - 9 - 7 - 2 + 1	· · · · · · · · · · · · · · · · · · ·		-16 -10 - 4 - 1 + 1
81-654	• • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	+ 16 + 6 + 6 + 5 + 6	· · · · · · · · · · · · · · · · · · ·		+12 + 6 + 6 + 7 + 6		· · · · · · · · · · · · · · · · · · ·	+ 8 6 7 8 7			+++++++++++++++++++++++++++++++++++++++	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 47897		• • • • • • • •	+++++++++++++++++++++++++++++++++++++++
3 2 1 Fotal.			+ 6 + 5 + 1 + 101			+ 8 + 4 + 1 +49			+ 5 + 3 + 1 - 2			+ 5 + 3 + 1 + 23			+ 5 + 3 + 1 + 8			+ 5 + 3 + 1 +74

															-			
Zone	Topography	Com- pen- str tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion
	Ma	dison, No. 3	Wis ₂	St. :	Louis, No. 38	Mo.,	Kans	as City No. 39	, Mo.,	Ellsw	orth, I No. 40	Kans.,	Wal	lace, K No. 41	ans.,	Color: Col	ado Sp o., No.	rings, 42
ABCDE	+ 2 +62 +95 +70 +30	0 0 0 0 0	+ 2 +62 +95 +70 +30	+ 2 +56 +60 +30 +13	000000	+ 2 +56 +60 +30 +13	+ 2 +64 +97 +72 +30	0 0 0 0 0	+ 2 +64 +97 +72 +30	+ 2 + 68 +124 +140 + 82	0 0 0 0	+ 2 + 68 +124 +140 + 82	+ 2 + 68 +152 +252 +256	0 0 0 6 - 8	+ 2 + 68 +152 +246 +248	+ 2 + 68 + 164 + 312 + 424	0 - 4 - 6 - 16	+ 2 + 68 +160 +306 +408
F G H I J	+10 0 0 0	0 0 -16	+10 0 -16	000000000000000000000000000000000000000	00003	0 0 0 - 3	+16 0 0 0	0 0 0 -16	+16 0 0 -16	+ 40 + 12 + 16 + 20	0 0 16 20 16	+40 +12 0 -16	+150 + 84 + 48 + 60 + 24	-10 -12 -16 -40 -40	+140 + 72 + 32 + 20 - 16	+351 +216 +159 +138 + 63	- 20 - 24 - 32 - 60 - 74	+331 +192 +127 + 78 - 11
K L M N O	0 0 0 0	-20 -24 -57 -48 -49	-20 -24 -57 -48 -49	0 0 0 0	-12 -13 -28 -32 -33	$-12 \\ -13 \\ -28 \\ -32 \\ -33$	0 0 0 0	-20 -24 -53 -47 -55	-20 -24 -53 -47 -55	+ 200	-20 -47 -89 -85 -95	- 20 - 47 - 87 - 85 - 95	+ 10 + 12 + 6 0 0	- 50 - 84 -217 -192 -169	$ \begin{array}{r} - 40 \\ - 72 \\ -211 \\ -192 \\ -169 \end{array} $	+ 52 + 31 + 30 + 17 + 13	-123 -178 -399 -359 -352	-71 -147 -369 -342 -339
18 17 16 15 14			- 7 - 7 - 8 - 9	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 5 - 5 - 7 - 9	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	-10 -10 -10 -11 -11	· · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 19 - 19 - 19 - 19 - 19 - 20			- 36 - 36 - 36 - 37 - 39			- 68 - 69 - 69 - 68 - 62
13 12 11 10 9		· · · · · · · · · · · · · · · · · · ·	-16 -10 - 3 - 9	· · · · · · · · · · · · · · · · · · ·		18 10 9 8 2	· · · · · · · · · · · · · · · · · · ·		-20 -13 -14 -14 -14 -8	· · · · · · · · · · · · · · · · · · ·		- 44 - 26 - 19 - 15 - 4	· · · · · · · · · · · · · · · · · · ·		- 69 - 38 - 25 - 16 - 2	· · · · · · · · · · · · · · · · · · ·		- 17 - 17 - 17
76 54			+ 67 + + 89 + + 7		· · · · · · · · · · · · · · · · · · ·	+ 2 + 7 + 8 +10 + 7	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	-1 + 8 + 9 +11 + 7		· · · · · · · · · · · · · · · · · · ·	+ 3 + 7 + 9 + 10 + 8	· · · · · · · · · · · · · · · · · · ·		+ 6 + 7 9 + 10 + 8	· · · · · · · · · · · · · · · · · · ·		+++++++++++++++++++++++++++++++++++++++
2			+ 5 + 3 + 1			+ 5 + 3 + 1			+ 5 + 3 + 1			+ 5 + 3 + 1			+ 5 + 3 + 1			+ 5 + 1
Total		Deele	+31			+10			-12			- 40			- 5			- 65
	L.IRG	No. 4	.,	Der	No. 44	010.,	Gunn	No. 45	010.,	Col	a June	. 46	Green	River, No. 47	Utan,	tion,	Utah,	No. 48
	+ 2 + 80 +165 +325 +545	- 8 - 8 - 15 - 25	+ 2 + 72 + 157 + 310 + 520	+ 2 + 68 +164 +306 +392	0 1 4 - 6 - 8	+ 2 + 68 +160 +300 +384	+ 2 + 68 +168 +330 +488	0 - 4 - 6 - 16	+ 2 + 68 +164 +324 +472	+ 2 + 68 +164 +288 +344	004	+ 2 + 68 +160 +282 +336	+ 2 + 68 +156 +276 +310	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	+ 2 + 68 +156 +270 +302	+ 2 + 68 +164 +324 +467	$ \begin{array}{c} 0 \\ - & 4 \\ - & 6 \\ - & 16 \end{array} $	+ 2 + 68 +160 +318 +451
GHI	+639 +552 +498 +503 +298	- 37 - 40 - 55 - 91 - 97	+ 602 + 512 + 443 + 412 + 201	+310 +192 +130 +100 + 48	- 20 - 24 - 32 - 40 - 48	+290 + 168 + 98 + 60 + 60 = 0	+450 +309 +240 +210 +103	- 20 - 24 - 38 - 80 - 81	+430 +285 +202 +130 + 22	+249 +136 + 89 + 75 + 44	-10 -16 -23 -42 -51	+239 +120 + 66 + 33 - 7	+209 +109 + 72 + 67 + 32	$ \begin{array}{r} - 10 \\ - 12 \\ - 16 \\ - 40 \\ - 48 \\ \end{array} $	+199 + 97 + 56 + 27 - 16	+419 +278 +208 +175 + 84	- 20 - 24 - 34 - 74 - 80	+399 +254 +174 +101 + 4
K L M N O	+221 +152 +142 + 50 + 42	142 184 432 384 371	+ 79 - 32 - 290 - 334 - 329	+ 40 + 22 + 21 + 13 + 18	- 80 -120 -383 -389 -364	- 40 - 98 -362 -376 -346	+ 87 + 53 + 42 + 31 + 17		$ \begin{array}{r} -56 \\ -168 \\ -526 \\ -462 \\ -409 \end{array} $	+ 33 + 24 + 10 + 8 + 14	- 98 156 401 382 363	- 65 -132 -391 -374 -349	+ 22 + 14 + 12 + 16 0	- 73 -115 -341 -311 -324	-51 -101 -329 -295 -324	+ 91 + 61 + 49 + 17 + 17 + 4	140 203 427 360 319	- 49 -142 -378 -343 -315
18 17 16 15 14		· · · · · · · · · · · · · · · · · · ·	- 68 - 68 - 68 - 64 - 59			- 68 - 67 - 67 - 64 - 63	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 76 - 74 - 68 - 64 - 62			- 74 - 73 - 72 - 68 - 65		· · · · · · · · · · · · · · · · · · ·	- 65 - 70 - 67 - 68 - 69			59 61 63 64 65
13 12 11 10		· · · · · · · · · · · · · · · · · · ·	+ 85 - 48 - 30 - 17 0	· · · · · · · · · · · · · · · · · · ·		- 84 - 48 - 30 - 17			-97 -52 -33 -18 +2		· · · · · · · · · · · · · · · · · · ·	-101 -55 -34 -15 +3		· · · · · · · · ·	-108 - 59 - 35 - 12 + 4		· · · · · · · · · · · · · · · · · · ·	-104 -58 -35 -14 +4
8 76 54			+++++++++++			+ + + + + + + + + + + + + + + + + + +	· · · · · · · · · · · · ·		+ 11 + 7 + 9 + 9 + 8			+ 11 + 7 + 9 + 9 8		· · · · · · · · · · · · · · · · · · ·	+ 11 + 8 + 9 + 9 + 8		· · · · · · · · · · · · · · · · · · ·	+ 11 + 7 + 9 + 8
3 2 1 Fotal.			+ 5 + 3 + 1 +1871			+ 5 + 3 + 1 -148			+ 5 + 3 + 1 - 11			+ 5 + 3 + 1 -511		· · · · · · · · · · · · · · · · · · ·	+ 5 + 3 + 1 -434			+ 5 + 3 + 1 +238

U. S. COAST AND GEODETIC SUBVEY SPECIAL PUBLICATION NO. 40.

Zone	Topog- raphy	Com- pen- source tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pon- sa- tion	Topog- raphy amd com- pensa- tion	Topog- raphy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Topog- raphy	Com- pen- sa* tion	Topog- raphy and rum pensa- tion
	Salt Ut	Lake	City,). 49	Grai Wy	nd Can o., No	yon, . 50	Norris Wy	Geyser o., No	Basin, 51	Lower Wy	Geyser o., No	Basin, 52	Seattle	, Wash ty), N	a. (Uni- o. 53	San Fr	ancise No. 5	o, Cal.,
AHCDE	+ 2 + 68 +160 +282 +333	004	+ 2 + 68 + 156 + 276 + 325	+ 2 + 68 + 168 + 333 + 489	0 - 4 - 6 - 16	+ 2 + 68 + 164 + 327 + 473	+ 2 + 68 + 168 + 330 + 480	0 - 4 - 6 - 16	+ 2 + 68 + 164 + 324 + 464	+ 2 + 68 + 164 + 324 + 475	0 0 - 4 - 6 - 16	+ 2 + 68 +160 +318 +459	+ 2 +33 +12 + 6 + 1	0 0 0 0	+ 2 + 33 + 12 + 6 + 1	+ 2 +48 +35 +15 + 1	0 0 0 0	+ 2 + 48 + 35 + 15 + 1
F G H J	+226 +125 + 81 + 62 + 39	-10 -16 -22 -43 -57	+216 +109 + 59 + 19 - 18	+449 +312 +242 +212 +105	- 20 - 24 - 43 - 80 - 80	+429 +288 +199 +132 + 25	+431 +288 +218 +190 + 97	- 20 - 24 - 34 - 75 - 80	+411 +264 +184 +115 + 17	+423 +278 +208 +174 + 92	- 20 - 24 - 32 - 67 - 80	+403 +254 +176 +107 + 12	000000000000000000000000000000000000000		0 0 0 0	0 0 0 0	0 0 - 2	0 0 0 1 0
KL MN O	+20 + 16 + 15 + 6 + 2	- 93 -137 -351 -322 -301	- 73 -121 -336 -316 -299	+101 + 73 + 53 + 16 0	-140 -198 -473 -405 -308	- 39 -125 -420 -389 -308	+ 94 + 69 + 43 + 22 + 13	140 193 452 403 316	- 46 124 409 381 303	+ 99 + 62 + 44 + 36 + 31	140 188 450 415 330	- 41 126 406 <i>379</i> <i>\$99</i>	000	$ \begin{array}{r} 0 \\ -1 \\ -19 \\ -95 \\ -90 \end{array} $	0 - 1 - 19 - 95 - 90		-1 -7 -14 +15 +99	-1 -7 -14 +15 +99
18 17 16 15 14			- 65 - 64 - 63 - 65 - 65	· · · · · · · · · · · · · · · · · · ·		- 57 - 60 - 61 - 60 - 54			- 56 - 59 - 60 - 59 - 53	· · · · · · · · · · · · · · · · · · ·		- 55 - 58 - 59 - 58 - 58 - 58			$ \begin{array}{r} -14 \\ -11 \\ -10 \\ -10 \\ -11 \\ -11 \end{array} $			+ 24 + 21 + 20 + 19 + 17
13 12 11 10 9			-107 - 62 - 36 - 12 + 5	· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·		- 84 - 51 - 38 - 22 - 1	· · · · · · · · · · · · · · · · · · ·		- 83 - 49 - 37 - 21 - 1			-21 - 18 - 8 0 + 4	· · · · · · · · · · · ·		+ 25 + 23 + 21 + 14 + 10
8 76 54		· · · · · · · · · · · · · · · · · · ·	+ 11 + 7 + 9 + 9 + 8	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 9 + 6 + 8 + 7			+++++++++++	· · · · · · · · · · · · · · · · · · ·		+ 9 + + 8 8 8 8 7			+ 10 + 6 + 7 + 8 + 7	· · · · · · · · · · · · · · · · · · ·		+ 15 + 10 + 9 + 9 + 8
21		•••••	+ 8 + 3 + 1			+ 4 + 3 + 1	• • • • • • • • • • •	• • • • • • •	+ 4 + 3 + 1			+ 4 + 3 + 1			+ 8 + 3 + 1			+ 5 + 4 + 1
Total.			-414			+382			+313		•••••	+281			-205			+446

Zone	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy- and com- pensa- tion
	Mount	Hamili	in, Cal.,	No. 55	Seattl	le, Wash No	. (high so . 56	chool),	Iror	n River,	Mich., N	io. 57]	Ely, Min	n., No. 5	8
A H C D E		+ 2 + 68 +156 +246 +282	0 0 - 6 - 8	+ 2 + 68 + 156 + 240 + 274		+ 2 +44 +18 +10 + 3	0 0 0 0	+ 2 + 44 + 18 + 10 + 3	1500 1500 1500 1500 1500	+ 2 + 64 +124 +138 + 80	0 0 0 0 0	+ 2 + 64 +124 +138 + 80	1470 1470 1470 1470 1470	+ 2 + 64 +124 +138 + 80	0 0 0 0	+ 2 + 64 +124 +138 + 80
F G H J		+194 +104 + 69 + 53 + 32	$ \begin{array}{r} -10 \\ -12 \\ -16 \\ -20 \\ -25 \end{array} $	+ 184 + 92 + 53 + 33 + 7		0 0 0 0 0	0 0 0 0 0	0 0 0 0	1580 1580 1580 1590 1590	+ 40 + 12 + 16 + 20 0	0 0 -16 -20 -16	+ 40 + 12 0 0 - 16	1470 1470 1470 1480 1560	+ 30 + 12 + 16 + 20 0	0 10 16 20 16	+ 30 + 12 0 0 - 16
K L M N O	· · · · · · · · · · · · · · · · · · ·	+ 20 0 0 0	$ \begin{array}{r} -28 \\ -18 \\ -24 \\ -16 \\ 0 \end{array} $	- 8 - 18 - 24 - 16 - 0		0000	0 1 19 95 89	- 1 - 19 - 95 - 89	1530 1580 1470 1200 890		-20 -42 84 63 50	20 42 84 63 50	1600 1580 1550 1240 1180	0 0 0 0	-20 -33 -85 -69 -67	20 33 85 69 67
18 17 16 15 14		· · · · · · · · · · · · · · · · · · ·		+ 22022				- 14 - 11 - 10 - 10 - 11				- 6 - 6 - 7 - 7		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 12 - 12 - 12 - 12 - 12 - 11
13 12 11 10	· · · · · · · · · · · · · · · · · · ·			+ 22 + 19 + 20 + 15 + 10				- \$1 - 18 - 8 - 8 - 8 - 8 - 8 - 8 - 8 - 8 -	· · · · · · · · · · · · · · · · · · ·			$ \begin{array}{r} -18 \\ -12 \\ -9 \\ -7 \\ -8 \end{array} $			· · · · · · · · · · · · · · · · · · ·	$ \begin{array}{r} -16 \\ -13 \\ -11 \\ -10 \\ -\delta \end{array} $
8 7 6 5 4	- · · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • •	+ 15 + 10 + 9 + 9 + 8	· · · · · · · · · · · · · · · · · · ·			+ 10 + 6 + 7 + 8 + 7 + 7				*+++++		· · · · · · · · · · · · · · · · · · ·		- 1 5 9 9 6
3 2 1				+ 5 + 4 + 1			• • • • • • • • • • • • • • • • • • •	+ 5 + 5 + 1				+ 4 + 4 + 1				+ 4 + 1
4.000000000	Pemt	oina, N.	Dak., No	p. 59	Mite	chell, B.	Dak., No	0. 60	Swee	etwater,	Tex., No	. 61	Ker	Tville, Te	ex., No.	62
	796 116 796 796	+ 2 +60 +88 +60 +24	000000000000000000000000000000000000000	+ 2 +60 +88 +60 +24	1340 1340 1340 1330 1320	+ 2 + 64 +116 +123 + 65	0 0 0 0	+ 2 + 64 +116 +123 + 65	2149 2150 2150 2160 2160	+ 2 + 68 +136 +191 +156	0 0 0 0 0 0 0 0	+ 2 + 68 +136 +191 +148	1633 1650 1650 1667 1700	+ 2 + 68 +128 +151 + 92	0 0 0 0 0	+ 2 + 68 +128 +151 + 92
F G II J	796 796 796 800	+10 0 0 0	0 0 0 16	+10 0 0 -16	1320 1830 1320 1320 1830	+ 30 + 12 + 16 + 20 0	0 0 -16 -20 -16	+ 30 + 12 = 0 = 0 = 0 = -16	2156 2130 2140 2200 2260	+ 79 + 37 + 32 + 20 0	10 12 16 20 16	+ 69 + 25 + 16 - 16	1740 1750 1830 1835 1930	+ 49 + 32 + 32 + 20	-4 -12 -16 -20 -16	+45 + 20 + 16 0 - 16
K L M N O	800 960 990 1100	0000	20 24 52 52 62	-20 -24 -52 -52 -62	1330 1360 1410 1540 1620	000000000000000000000000000000000000000	20 28 78 80 89	- 20 - 28 - 78 - 80 - 89	2290 2150 2000 2100	0000	- 24 - 54 -123 -100 -107	- 24 - 54 -123 -100 -107	1912 1900 1870 1460 1210	0 0 11 0 0	- 20 - 48 107 - 76 - 64	20 48 107 76 64
18 17 16 15 14	· · · · · · · · · · · · · · · · · · ·			-13 -13 -13 -13 -14				- 18 - 18 - 18 - 19 - 19 - 19	· · · · · · · · · · · · · · · · · · ·			- 24 - 22 - 31 - 22 - 22				- 12 - 12 - 11 - 15 - 18
13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·			-25 -14 -13 -15 - 8				-31 -21 -24 -16 -10				-38 -21 -14 -11 +2	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • •		- 23 - 15 - 11 - 8 + 2
8765			· · · · · · · · · · · · · · · · · · ·	-5 +4 +10 +10 +7			· · · · · · · · · · · · · · · · · · ·	-5 + 69 + 11 + 7			• • • • • • • • • • • • • • • • • • •	+ 8 + 9 + 10 + 10 + 9	· · · · · · · · · · · ·			+ 8 + 9 + 10 + 10 + 9
3 2 1 Total				+ 8 + 4 + 1 -89			• • • • • • • • • •	+ 4 + 3 + 1 - 57				$+ \frac{6}{+ \frac{2}{1}}$ + 1 + 93				+ 6 + 8 + 1 + 133

Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

Zané	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- peusa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	El	Paso, T	ex., No.	83	No	ogales, A	riz., No.	64	Y	uma, Ar	iz., No. (15	Co	mpton, C	al., No.	66
A	3760	+ 2 + 68	0	+ 2 + 68	3874	+ 2 + 68	0	+ 2 + 68	176	+2 +36	0	+ 2	69 70	+ 2	0	+ 2
CDE	3770 3770 3800	+156 +268 +292	- 6	+156 +262 +284	3874 3874 3900	+156 +270 +296	- 6	+156 +264 +288	176 168 162	+12 + 6 0	0	+12 + 6 0	10 69 69	+ 4 0	0	+ 4
F	3865	+187	- 10	+177	3930	+193	- 10	+183	155	0		0	74	B	0	0
HI	3910	+ 61 + 60	- 16 - 40	+ 45 + 20	3960 3980	+ 64 + 60	-16 - 40	+ 48 + 20	151	0	0	00	81	0	0	0
J K	4070	+ 32	- 48	- 10	3820 3900	+ 32	- 48	- 10	207	D D	- 6	- 6	134	D	0 D	0
L M N	3910 4200	+ 21 + 16 + 6	-96 -242 -216	- 72 226 210	3600 2890 2875	+ 14 + 9 0	-86 -171 -150	-72 -162 -150	415 430 470	0, 0 0	$-12 \\ -28 \\ -25$	$-12 \\ -28 \\ -25$	200 390 1010		-5 -25 -50	-5 -25 -50
0	4570	Ö	-221	-221	2020	ŭ	-148	-148	932	0	-48	-48	1130	0	-60	- 60
17 16				- 45				- 24				-17				- 8
15				- 48 - 49		* * * * * * * * * *		- 28		• • • • • • • • • •						+ 0 + 7
13 12 11				-75 -32 -23		• • • • • • • • •		-49 -27 -12				-15 - 9 + 3				+18 +14 + 9
10 9				-77 + 3				+ 6				+ 3 +10			•••••	+13 +11
8 7				+ 14 + 5				+ 15 + 8				+16 +10				+16 +11
6 5				+ 10 + 10				+ 9				+ 9 + 9				+9 + 9
3				+ 8				+ 0				+ 5				+ 6
2 1				+ 3 + 1				+ 4				+ 4 + 1				+1
Total				+ 7				+377				-99				+ 5
	Go	idfield, N	lev., No.	67	Ya	vapai, A	riz., No.	68	Grand	l Canyon	, Ariz., I	No. 69	Gal	lup, N. 1	fex., No	. 70
A	5629	+ 2	0	+ 2	7150	+ 2	0	+ 2	2784	+ 2	0	+ 2	6496	+ 2	0	+ 2
H C D E	5700 5690 5688 5700	+ 68 + 164 + 301 + 406	-4 -6 -12	+ 68 + 160 + 295 + 394	7150 6800 0440 5850	+68 +126 +267 +301	- 4 - 6 - 12	+ 68 + 122 + 261 + 370	2784 2875 3100 3510	+ 68 +118 +190 +182	- 5	+ 68 + 148 + 185 + 174	6496 0404 6496 6600	+ 68 + 164 + 318 + 440	$-\frac{0}{-6}$	+ 68 + 160 + 312 + 494
F	5840	+328	- 20	+308	5210	+339	- 15	+324	3800	+ 92	- 10	+ 82	6660	+390	- 20	+370
H I	5970 5970 5975	+195 +147 +113	$- 24 \\ - 32 \\ - 52$	+171 + 115 + 61	5320 5110	+247 +177 +158	- 20 - 25 - 49	+227 +152 +109	4410 4820 5170	+ 37 + 11 + 7	-10 - 23 - 48	+ 21 - 12 - 41	6720 6720 6760	+242 +175 +148	- 24 - 32 - 60	+218 +143 + 88
J R	5990	+ 51	- 62 - 91	- 11 - 40	5510 6240	+ 85	-60 -105	+ 25	5500	+15 - 6	-61 -106	- 46	6850 6960	+ 83	- 79	+ 4
L M N O	5400 1000 5480 6210	+29 0 +16 +1	-125 -313 -293 -302	- 96 -313 -277 -301	6460 5930 5950 5200	+ 49 + 51 + 17 + 9	-156 -345 -306 -265	-107 -294 -289 -256	6280 6150 5950 5200	- 5 + 2 + 7 + 9	-149 -359 -306 -265	-154 -357 -299 -256	7050 7190 6820 6410	+ 48 + 34 + 16 + 9	169 417 359 321	121 383 343 312
18				- 61 - 56				- 56				- 56 - 53				- 63
16 15				- 51 - 41			• • • • • • • • • •	- 48				- 48				- 65
13				- 61				- 81				- 81				- 03
12 11				-20 - 4				- 56 - 25				- 56 - 25				- 47 - 32
9		******		+ 8			•••••	+ 6		•••••		+ 6		•••••		+ 4
87				+ 12 + 9				+12 + 8				+ 12 + 8				+ 12 + 7
5				+ 9 + 8			• • • • • • • • •	+ 9				+ 9 + 9				+ 9 8
3				+ 5				+ 5				+ 5				+ 5
2 1		•••••		+ 4 + 1				+ 3 + 1				+ 3 + 1				+ 3
Total				+272				+337				-957				+141

Mean clevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

ations	and cor	rection	s for tog	pograpl	ny and i	sostatic	compe	nsation	,separa	te zones	, for Ur	nited St	ates sta	tions—	Contd.
Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
Las	Vegas, 1	Mex., 1	To. 71	Sh	amrock, '	rex., No	. 72	D	enison, T	'ex., No.	73	Minr	neapolis,	Minn., N	ío. 74
6429 6429 6429 6429 6429 6420	+ 2 + 68 +164 +318 +440	0 - 4 - 6 - 16	+ 2 + 68 + 160 + 312 + 424	2300 2300 2300 2300 2300 2300	+ 2 + 68 +140 +198 +168	0000	+ 2 + 68 + 140 + 198 + 160	754 754 740 740 730	+ 2 +60 +84 +54 +24	0 0 0 0 0	+ 2 +60 +84 +54 +24	840 840 830 820	+ 2 +60 +92 +64 +24	0 0 0 0	+ 2 +60 +92 +64 +24
6460		0.0	1 0 01	0000	1 00	10	1 00	000				0.4.0		and and a	

Zone

Mean elev Contd.

A E C D	6429 6429 6429 6429 6429	+ 2 + 68 +164 +318	04	+ 2 + 68 + 160 + 312	2300 2300 2300 2300 2300	+ 2 + 68 + 140 + 198	000000000000000000000000000000000000000	+ 2 + 68 + 140 + 198	754 754 740 740	+ 2 +60 +84 +54	0 0 0 0	+ 2 +60 +84 +54	840 840 840 830	+2 +60 +92 +64	000	+ 2 +60 +92 +64
E F G H	6400 6460 6530 6560 E0588	+440 +381 +241 +169 +148 + 95	-16 -20 -24 -32 -60 -79	+424 +361 +217 +137 + 88	2300 2300 2300 2350 2350	+168 + 90 + 48 + 32 + 20	= 8 = 10 = 12 = 16 = 20 = 20	+160 + 80 + 38 + 16 0 - 16	730 690 660 690 650	+24 +10 0 0 0	0 0 0 0	+24 +10 0 0	820 840 880 890 880 880	+24 +10 0 0	0 0 0 0	+24
K L M NO	6850 7100 7100 6650	+ 33 + 78 + 43 + 35 + 21 + 12	$ \begin{array}{c c} -120 \\ -171 \\ -412 \\ -350 \\ -309 \end{array} $	-42 -128 -377 -329 -297	2425 2420 2300 2260 2410	+ 13 + 4 0	-40 -56 -128 -115 -122	-27 -52 -128 -115 -122	670 700 710 710 760	000000	-20 -24 -37 -42 -45	-20 -24 -37 -42 -45	900 920 990 1000 1040	000000000000000000000000000000000000000	-20 -24 -56 -48 -56	
18 17 16 15 14				- 62 - 62 - 62 - 59 - 61				- 24 - 24 - 24 - 24 - 24 - 25				- 9 - 9 - 9 - 9 - 9				-12 -12 -12 -13 -13
13 12 11 11 9				- 89 - 43 - 26 - 18 - 1				- 44 - 25 - 17 - 14 - 1				-20 -13 -11 -12 - 3				
8 7 6 5				+ 9 + 7 + 10 + 8				+ 6 + 10 + 10 + 9	· · · · · · · · · · · · ·			+ 8 + 8 + 9 +11 + 8			· · · · · · · · · · · · · · · · · · ·	0 + 6 + 9 + 10 + 6
3 2 I Total.				+ 5 + 3 + 1 +171				$+ & 6 \\ + & 2 \\ + & 1 \\ + & 70 \\ + & $				+ 5 + 3 + 1 - 6				+ 4 + 4 + 1 -52
	L	 ead, S. D) 9ak., No.	75	Bisn	arck, N.	Dak., N	ío. 76	Bi	nsdale, M	lont., No	. 77	Sand	l Point, l	daho, N	0. 78
	5216 5200 5200 5200 5200 5290	+ 2 + 64 + 164 + 300 + 386	0 - 4 8	+ 2 + 64 + 160 + 294 + 378	1690 1690 1690 1700 1700	+ 2 + 68 +128 +156 + 98	0 0 0 0	+ 2 + 68 +128 +156 + 98	2170 2170 2160 2160 2170	+ 2 + 68 + 140 + 190 + 155	000	+ 2 + 68 +140 +190 +147	2090 2090 2100 2100 2080	+ 2 + 68 +136 +186 +148	000000000000000000000000000000000000000	+ 2 + 68 +136 +186 +140
F G II J	5300 5420 5550 5600 5260	+296 +182 +131 + 83 + 45	20 24 32 40 48	+276 +158 + 99 + 43 - 3	1720 1730 1710 1730 1730	+ 49 + 24 + 22 + 20 0	$ \begin{array}{r} -5 \\ -6 \\ -16 \\ -20 \\ -16 \end{array} $	+ 44 + 18 + 6 U - 16	2210 2270 2330 2350 2360	+ 80 + 38 + 17 + 20 0	$ \begin{array}{r} - 10 \\ - 12 \\ - 16 \\ - 20 \\ - 16 \\ - 16 \\ \end{array} $	+70 +26 +1 0 -16	2050 20190 2230 2510 2720	+ 73 + 36 + 26 + 15 + 16	-10 -12 -16 -20 -32	+ 63 + 24 + 10 - 5 - 16
K L M N O	5040 4840 4400 3890 3610	+ 45 + 32 + 27	- 80 120 260 199 174	- 35 - 88 -233 -199 -174	1820 1880 2000 2010 2020	0 0 0 0 0 0	- 20 - 48 -112 - 96 -105	- 20 - 48 -112 - 96 -105	2390 2650 2790 2890	0 0 0 0	- 25 - 54 -149 -145 -135	- 25 - 54 - 149 - 145 - 135	2900 3100 3890 3970 4110	+ 1 + 11 0 0	- 43 - 72 -238 -204 -205	- 43 - 71 -227 -204 -205
18 17 16 15 14				- 36 - 37 - 37 - 39 - 40		· · · · · · · · · · · · · · · · · · ·		20 20 19 20 20		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	-31 -31 -31 -32 -33	· · · · · · · · · · · · · · · · · · ·			- 42 - 42 - 40 - 40 - 40
13 12 11 10 9			· · · · · · · · · · · · · · · · · · ·	- 61 - 35 - 30 - 19 - 6		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 38 - 26 - 23 - 17 - 10	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 66 - 40 - 30 - 21 - 13	• • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·		
8 7 6 5 4		· · · · · · · · · · · · · · · · · · ·		+ 1 + 8 + 9 + 10 + 7			· · · · · · · · · · · · · · · · · · ·	- 5 ++ 10 ++ 7				+ 2 + 5 + 10 + 7 + 7	· · · · · · · · · · · · · · · · · · ·			++++++
3 2 1 Total.				+ 4 + 3 + 1 +443				+ 4 + 3 + 1 - 54		· · · · · · · · · · · · · · · · · · ·		+ 3 + 4 + 1 -167				+ 8 + 3 + 1 -444

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U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

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Zone	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	1	Boise, Id	aho, No.	. 79	A	itoria, Oi	reg., No.	80	8	lisson, Ca	al., No. 8	1	Rock	Springs,	Wyo., 1	lo. 82
ARCOR	2690 2690 2690 2700 2700 2720	+ 2 + 68 +148 +222 +201	0 0 0 0 0 0 0 0 0	+ 2 + 68 +148 +222 +193	5 5 15 10 120	+1 0 -5 -1	000000000000000000000000000000000000000	$+ 1 \\ 0 \\ - 5 \\ - 1$	3440 3440 3420 3400 3390	+ 2 + 68 +151 +259 +264	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	+ 2 + 68 + 151 + 253 + 256	6260 11260	+ 2 + 68 +164 +315 +433	0 - 4 - 6 - 16	+ 2 + 68 +160 +309 +417
F G H J	2760 2830 2033 3123 3440	+111 + 60 + 41 + 18 + 18	$ \begin{array}{r} -10 \\ -12 \\ -16 \\ -20 \\ -32 \end{array} $	+101 + 48 + 25 - 2 - 14	50 20 20 20 80	0 11 0 0 0	0 0 0 0	0 0 0 0	3640 3790 3890 4550 5450	+169 + 84 + 48 + 35 + 16	$ \begin{array}{r} -10 \\ -12 \\ -16 \\ -40 \\ -48 \\ \end{array} $	+159 + 72 + 32 - 5 - 32	6420 6510 6540	+370 +234 +161 +146 + 89	- 20 - 24 - 32 - 60 - 80	+350 +210 +129 + 86 + 9
KLMNO	3560 3560 3560 4410 4700	+ + + + + + + + + + + + + + + + + + + +	$ \begin{array}{r}60 \\81 \\231 \\234 \\241 \end{array} $	-55 85 223 227 233	$ \begin{array}{r} 90 \\ 190 \\ 410 \\ - 40 \\ -552 \end{array} $	0 0 0 0	$ \begin{array}{r} 0 \\ - 4 \\ -23 \\ + 4 \\ +29 \end{array} $	$ \begin{array}{c} 0 \\ -4 \\ -23 \\ +4 \\ +29 \end{array} $	4610 4250 4010 3510	+ 2 + 8 + 11 = 0 = 0	$ \begin{array}{r} -80 \\ -111 \\ -252 \\ -205 \\ -174 \end{array} $	- 78 103 241 205 174	6610 6880 7020 7180 7730	+ 80 + 43 + 56 + 15 + 6	$ \begin{array}{r} -120 \\ -163 \\ -406 \\ -378 \\ -377 \end{array} $	40 120 350 363 371
18 17 16 15 14				$ \begin{array}{r} -53 \\ -56 \\ -56 \\ -54 \\ -52 \end{array} $				+ 80 + 3 + 5 + 3				- 29 - 25 - 21 - 17 - 7				- 73 - 71 - 71 - 73 - 67
18 12 11 10 9				$ \begin{array}{r} - 80 \\ - 57 \\ - 24 \\ - 8 \\ + 2 \end{array} $				$ \begin{array}{c} 0\\ -1\\ +3\\ +6\\ +6 \end{array} $				-2 + 12 + 12 + 9 + 8				$ \begin{array}{r} -99 \\ -55 \\ -38 \\ -16 \\ + 8 \end{array} $
8 7 5 4				+ 97887				+11 + 7 + 7 + 8 + 7	· · · · · · · · · · · · · · · · · · ·			+ 13 + 9 + 8 + 8 + 8 + 8		· · · · · · · · · · · · · · · · · · ·		+ 107 9 9 8 + + + +
2				+ 4 + 3 + 1				+ 8 + 3 + 1				+ 4 4 + + + + + + + + + + + + + + + + +	· · · · · · · · · · · · · · · · · · ·	•••••		+ 5 + 3 + 1
Total				-423				+76				+147				- 13
	Pa	xton, N	ebr., No.	. 83	Washin	ngton, D Standard). C. (Bu s), No. 8	reau of	No	rth Hero	, Vt., No	. 85	Lake	Placid,	N. Y., N	io. 86
A B C D E	1000 3060 3060 3070 3080	+ 2 + 68 +152 +243 +236	0 0 - 3 - 8	+ 2 + 68 + 152 + 240 + 228		+ 2 +48 +32 +16 + 8	0 0 0 0 0	$ \begin{array}{r} + & 2 \\ + & 48 \\ + & 32 \\ + & 16 \\ + & 8 \end{array} $	115 115 115 120 110	+2 +24 +4 +6 0	0 0 0 0	+2 +24 +4 +6	1870 1870 1880 1890 1860	$\begin{array}{c} + & 2 \\ + & 68 \\ + & 136 \\ + & 170 \\ + & 119 \end{array}$	0 0 - 3	+ 2 + 68 +136 +170 +116
F H I J	8110 3120 3110 3120 3170	+140 + 72 + 48 + 20 + 16	$ \begin{array}{r} - 10 \\ - 12 \\ - 16 \\ - 20 \\ - 32 \end{array} $	+130 + 60 + 32 = 0 - 16		0 0 0 0 0	0 0 0 - 1		110 100 100 110 110	000000000000000000000000000000000000000	0 0 0 0	000000000000000000000000000000000000000	1920 1930 2020 2320 2406	+ 59 + 37 + 22 + 11 + 8	- 7 -12 - 7 -20 -24	+ 52 + 25 + 15 - 9 - 16
KL MNO	3210 3270 3250 3270 3280	+ 13 0 0	$ \begin{array}{r} - 40 \\ - 72 \\ - 196 \\ - 170 \\ - 155 \end{array} $	- 40 - 72 -183 -170 -155		0 0 0 0 0	$ \begin{array}{c c} -1 \\ -2 \\ -15 \\ -19 \\ -25 \end{array} $	$ \begin{array}{r} - & 1 \\ - & 8 \\ - & 15 \\ - & 19 \\ - & 25 \end{array} $	150 200 660 680 680 680	0 0 0 0 0	0 3 32 44 48	0 - 3 -32 -44 -48	2260 2050 1583 980 700	+ 6000000000000000000000000000000000000	-40 -50 -75 -52 -41	- 34 - 50 - 75 - 52 - 41
18 17 16 15 14	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		$ \begin{array}{r} - 33 \\ - 34 \\ - 33 \\ - 33 \\ - 33 \\ - 33 \end{array} $	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • •		- 5898	· · · · · · · · · · · · · · · · · · ·			-10 -10 -11 -7 -7 -7				- 10 - 9 - 9 - 8 - 7
13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·			$ \begin{array}{r} -59 \\ -33 \\ -26 \\ -17 \\ -4 \end{array} $				+ 2 + 13 + 18 + 17 + 11				-16 - 6 + 3 + 11 + 10				- 13 - 5 + 4 + 11 + 9
87 65 4	· · · · · · · · · · · · · · · · · · ·			+ 3 + 7 + 9 + 10 + 8		• • • • • • • • • • • • • • • • • • •		+ 12 + 6 + + 6 + + 6 + + 6			• • • • • • • • •	+11 + 6 + 6 + 7 + 6		· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	+ 11 6 6 7 6
3 2 1				+ 5 + 3 + 1				+ + + + 1				+ 8 + 5 + 1				+++++
Total				+ 17				+118				86				+320

Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

Zone		Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphý	Com- pensa- tion	Topog- raphy and com- pensa- tion
		Po	tsdam,	I. Y., No	. 87	W	ilson, N	. Y., No.	. 88	Al	pena, M	ich., No.	89	Virgi	nia Beac	b, Va., 1	¥o. 90
	ABCDE	430 430 440	+ 2 +56 +52 +22 + 8	000000000000000000000000000000000000000	+ 2 +56 +52 +22 + 8	280 280 280 280 280 280	+ 2 +48 +28 +12 + 8	0 0 0 0 0	+ 2 +48 +28 +12 + 8	585 580 580 580	+ 2 +56 +68 +42 +16	0 0 0 0 0	+ 2 +56 +68 +42 +16	12 12 3 2 4	+ 2 0 0 0 0		+ 2
:	F G H I J	430 470 475 527 600	0 0 0 0 0	0 0 0 -13	0 0 -13	270 280 270 290 270	0 0 0 0	0 0 0 0	0000	580 580 580 580 580	0 0 0	0 0 0 -16	0 0 0 -16	$ \begin{array}{r} 2 \\ 2 \\ 0 \\ - 3 \\ -10 \end{array} $	000000000000000000000000000000000000000	0 0 0 0	0 0 0 0
-	KLMND	577 515 746 810 680	0 0 0	-17 -18 -40 -47 -42	-17 -18 -40 -47 -42	300 350 350 350 580 850	000000000000000000000000000000000000000	0 - 8 -20 -33 -46	- 8 -20 -33 -46	590 590 640 1000 660	0 0 0 0 0	$-20 \\ -24 \\ -35 \\ -36 \\ -34$	-20 -24 -35 -36 -34	$-11 \\ -20 \\ -15 \\ -24 \\ -98$	000000000000000000000000000000000000000	0 0 +5	0 0 + 5
	18 17 16 15 14				88989	• • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · ·	$ \begin{array}{c c} -9 \\ -10 \\ -9 \\ -10 \\ -10 \end{array} $	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •		- 7 - 7 - 7 - 7 - 8	• • • • • • • • • • • • • • • • • • •			+ 7 + 11 + 12 + 16 + 21
1					$-16 - \delta + 1 + 8 + 7$	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •	-13 - 3 - 1 + 5 + 5	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		$-15 -10 - \delta - 1 + 1$	· · · · · · · · · · · ·			+ 38 + 30 + 27 + 18 + 15
	87654		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · ·	+11 + 7 + 6 + 6 + 5		· · · · · · · · · · · · · · · · · · ·		+10 + 7 + 8 + 8 + 8 + 8	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+ 6 + + 7 + + 5 + 5	· · · · · · · · · · · · · · · · · · ·			$+ \frac{14}{5} \frac{6}{7} \frac{7}{7}$
	32.		• • • • • • • • • •		+ 6 + 5 + 1				+ 6 + 5 + 1	· · · · · · · · · · · · · · · · · · ·		• • • • • • • • •	$+ \frac{5}{4}$ + $\frac{5}{1}$			• • • • • • • • • •	+ 6 + 3 + 1
Total	l	•••••			-37		•••••	•••••	-18				- 5			•••••	+249
	-	Du	rham, N	. C., No.	91	Fer	nandina,	Fia., N	D. 92	W	llmer, A	la., No.	93	Al	iceville, .	Ala., No.	94
	ABCDE	413 413 413 413 413 413	+ 2 +56 +43 +18 + 8	000000000000000000000000000000000000000	+ 2 + 56 + 48 + 18 + 8	10 10 10 7 2	+2 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	+ 2 0 0 0	226 226 116 226 226 228	+ 2 +42 +20 +12 + 8	0 0 0 0	+ 2 + 42 + 20 + 12 + 8	242 242 244 244 245 247	+ 2 +44 +24 +12 + 8	0 0 0 0 0	+ 2 +44 +24 +12 + 8
i	FGHIJ	413 415 428 420	000000000000000000000000000000000000000	00	000000000000000000000000000000000000000	7 - 3 - 2 0	0 0 0 0		000000000000000000000000000000000000000	226 213 213 217 217 219	00000	000	0 11 0 0 0	245 245 248 248 245 247	0000	10 0 10 0 0	0 0 0 0
1	KL MNO	437 444 401 447	000000000000000000000000000000000000000	-5 -26 -24 -20	- 5 - 5 - 28 - 24 - 20	-3 -15 -10 -2 -38	0 0 0 0	0 0 0 0	000000000000000000000000000000000000000	217 172 131 91 71	0 0 0 0	0 0 -7 -5 0	- 7 - 5 0	249 251 255 269 323	0 0 0 0	0 -14 -17 -18	0 -14 -17 -18
1 1 1 1 1	18 - 17 - 16 - 15 - 14 -			· · · · · · · · · · · ·	- 577711	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • •		+++++++++++++++++++++++++++++++++++++++	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	*****	0 + + 2 + + + + + + + + + + + + + + + + +				4 4 4 4
1 1 1 1	13 11 10 9			· · · · · · · · · · · · · · · · · · ·	+ 15 + 15 + 18 + 19 + 18	· · · · · · · · · · · · · · · · · · ·			+ 18 + 22 + 24 + 20 + 13	· · · · · · · · · · · · · · · · · · ·			+ 15 + 14 + 7 + 6 + 3				- 1 # 3 0 S
	8765		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 11 + + 6 + + 7 + 7	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+ 12 + 57 + 79 + 77		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · ·	+ 8 + 79 + 10 + 8		• • • • • • • • • • • • • • • • • • •	• • • • • • • • • •	+ 4 + 7 + 8 +11 + 7
Total	2 .				+ 6 + 3 + 1 + 144				+ 8 + 3 + 1 + 170				+ 6 + 3 + 1 + 181				+ 5 + 3 + 1 + 1 + 80

U. S. COAST AND GEODETIC SUBVEY SPECIAL PUBLICATION NO. 40.

Mean elevations and corrections	for topography	and isostatic compensation,	separate zones, for	United States stations-Contd.
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Zon	10	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	New Madrid, Mo., No. 95		Mena, Ark., No. 96		Nac	Nacogdoches, Tex., No. 97			Alpine, Tex., No. 98								
	A B C D E	258 258 258 258 258 258	+ 2 +44 +24 +12 + 8	0 0 0 0 0	+ 2 +44 +24 +12 + 8	1209 1209 1209 1200 1200 1119	+ 2 + 64 +112 +108 + 56	0 0 0 0	+ 2 + 64 +112 +108 + 56	303 300 300 300 300	+ 2 +48 +32 +12 + 8	0 0 0	+ 2 +48 +32 +12 + 8	4460 4460 4470 4500	+ 2 + 68 + 164 + 288 + 344	D 0 4 - 6 - 8	+ 2 + 68 +160 +282 +336
	FGHIJ	260 259 288 288	000000000000000000000000000000000000000	0 0 0 0 0	0 0 0 0	1120 1175 1247 1205 1272	+ 22 + 3 + 5 0	$ \begin{array}{r} 0 \\ 0 \\ - 4 \\ - 5 \\ - 16 \end{array} $	+ 22 + 3 = 0 = 0 = 16	900 300 303 303 291	0 0 0 0	0 0 0 0	0 0 0 0	4550 4520 4540 4730 4960	+240 +129 + 80 + 67 + 34	-10 -12 -16 -40 -48	+230 +117 + 64 + 27 - 14
	KLMN0	290 290 305 388 506	0 0 0 0	$ \begin{array}{c} 0 \\ -14 \\ -27 \\ -30 \end{array} $	$\begin{array}{c} 0 \\ 0 \\ -14 \\ -27 \\ -30 \end{array}$	1192 1169 902 688 700	0 11 11 10 0	$ \begin{array}{r} -20 \\ -27 \\ -51 \\ -37 \\ -37 \\ -37 \end{array} $	$ \begin{array}{r} - 20 \\ - 27 \\ - 51 \\ - 37 \\ - 37 \\ - 37 \\ \end{array} $	281 267 286 306 259	0 0 0 11 0	0 0 -14 -19 -13	0 -14 -19 -13	4910 4800 4660 4100 3200	+ 37 + 23 + 22 + 4 = 0	- 80 -115 -275 -214 -153	- 43 - 92 -253 -210 -153
	18 17 16 15 14								- 7 - 7 - 7 - 7 - 7	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	- 3 - 3 - 2 - 1			• • • • • • • • • • • • • • • • • • •	·· - 28 - 30 - 32 - 32
	13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·			-12 - 8 - 5 0 - 1				$ \begin{array}{r} -13 \\ -10 \\ -9 \\ -7 \\ -4 \end{array} $		· · · · · · · · · · · ·	· · · · · · · · · · ·	- 32 - 4 - 7 - 1			• • • • • • • • • • • •	-55 -24 -19 -6 +3
	87 54	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	+ 5 + 7 + 8 +10 + 7	· · · · · · · · · · · · · · · · · · ·	••••••		+ 28 + 9 + 11 + 89 + 11 + 80 + 11 + 11 + 80 + 11 + 11 + 11 + 11 + 11 + 11 + 11 + 1				+ 8 + 8 + 10 + 10 + 8	• • • • • • • • • •	· · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	+ 13 + 6 + 10 + 10 + 9
	321				+ 6 + 3 + 1		••••••		+ 5 + 3 + 1	* * * * * * * * * *		• • • • • • • • • •	+ 6 + 2 + 1		•••••	•••••	+ 6 + 3 + 1
Tot	al				+ 7				+148				+77				+326
	Farwell, Tex., No. 99			Guymon, Okla., No. 100			Helenwood, Tenn., No. 101			Cloudland, Tenn., No. 102							
	AECDE	4130 4130 4130 4130 4125	+ 2 + 68 +158 +282 +314	0 - 2 - 6 8	+ 2 + 68 +156 +276 +306	3000 3100 3100 3100 3100 3050	+ 2 + 68 + 152 + 243 + 236	0000	+ 2 + 68 +152 +240 +228	1386 1386 1400 1400 1419	+ 2 + 64 +120 +132 + 75	0 0 0 0	+ 2 + 64 +120 +132 + 75	6200 11300 6100 5800 5450	+ 2 + 68 + 164 + 296 + 408	0 - 4 - 6 - 11	+ 2 + 68 + 160 + 290 + 397
	F GH I J	4125 4125 4125 4125 4125 4125 4144	+213 +114 + 64 + 60 + 32	-10 -12 -16 -40 -48	+203 +102 + 48 + 20 - 16	3050 3050 3050 3050 3050	+135 + 72 + 48 + 20 + 16	-10 -12 -16 -20 -32	$ \begin{array}{r} +125 \\ + 60 \\ + 32 \\ 0 \\ - 16 \end{array} $	1470 1520 1440 1450 1430	+ 36 + 12 + 16 + 20 0	$ \begin{array}{r} 0 \\ - 16 \\ - 20 \\ - 16 \end{array} $	+ 36 + 12 0 - 16	5040 4480 3980 3680 3470	+336 +196 +127 +114 + 55	- 15 - 15 - 18 - 35 - 41	+ 321 + 181 + 109 + 79 + 14
	KLMNO	4150 4150 4170 4190 8920	+ 20 + 24 + 15 + 3 0	$ \begin{array}{r} - & 60 \\ - & 96 \\ -249 \\ -220 \\ -194 \end{array} $	40 72 234 217 194	3180 3430 3490 3390 3480	14 0 0 0 0	40 72 210 176 167	$ \begin{array}{r} - 40 \\ - 72 \\ - 196 \\ - 176 \\ - 167 \end{array} $	1570 1610 1430 1170 1280	0 0 0 0	- 20 - 45 - 80 - 59 - 68	- 20 - 45 - 80 - 59 - 68	3150 2830 2344 2000 1680	+ 44 + 21 + 18 + 7	- 43 - 65 -135 -100 - 91	+ 1 - 44 - 117 - 93 - 91
	18 17 16 15 14		• • • • • • • • • •		$ \begin{array}{r} - 41 \\ - 42 \\ - 43 \\ - 43 \\ - 44 \\ \end{array} $	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		$ \begin{array}{r} - 34 \\ - 34 \\ - 34 \\ - 34 \\ - 34 \\ - 36 \\ - 36 \\ \end{array} $				-13 -14 -12 -8 -6	· · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		$- 14 - 12 - 10 - 10 - \delta$
	13 12 11 10 9				-67 -34 -21 -15 0			••••••	$ \begin{array}{r} - 60 \\ - 38 \\ - 81 \\ - 15 \\ - 1 \end{array} $				- 9 2 4 + + 9 6	• • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	-+++++++++
	87654				+ 9 + 8 9 + 10 8	· · · · · · · · · · · ·			+ 7 + 8 + 10 + 9			· · · · · · · · · · · · · · · · · · ·	+ 6 + 7 + 10 + 7				+ + + + + + + + + + + + + + + + + + +
	321				+ 5 + 3 + 1				+ 6 + 8 + 1				+ 6 + 3 + 1				+ 6 + 3 + 1
Tot	al		• • • • • • • • •		+111		•••••		- 8				+154				+1302

30

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Topog-raphy and Topog-Topog-Topog raphy and comraphy and comraphy and com-Eleva Com-Eleva Eleva Topog-raphy Com-Com-Eleva Com-Topog-raphy Topog Topogtion in feet tion in feet tion in feet nea tion in pensa tion pensa tion pensa-tion pensa-tion raphy raphy comfeet Zotta pensa tion pensa pensa tion pensa tion Hughes, Tann., No. 103 Charleston, W. Va., No. 104 State College, Pa., No. 105 Fort Kent, Me., No. 106 + 2+ 64 +112 +103 + 55 + 2+ 68 +152 + 2 +56 +72 +39 +14 + 2 + 68 +152 + 2 +56 +72 + 2 +56 +60 +30 + 2+56 +60 +30 3260 000 602 0000 1174 00000 ++ 2 64 0 ABCDE 3260 82.30 602 602 1174 525 525 0000 1180 +112+103 + 55 +255+250 525 525 68 + 249 625 + 39 1165 3450 + 242 630 +14 õ 1160 +16 +16 +154 + 73 + 42 + 31 + 24 FGH 525 525 525 525 525 525 + 8 - 10 +144 785 0 + 8 0 1135 00 + 20 3720 + 20 0 0000 0000 4010 _ + 61 + 21 855 880 100 12 21 0000 õ 0 0000 4060 0 15 10 - 2 - 16 + 10 $-10 \\ -16$ J 3840 -33 920 0 1298 3490 - 40 985 -16 1250 -16 - 16 - 8 - 8 + 10 + 6 KLMNO - 45 39 980 Ð - 20 - 40 - 75 525 530 750 3250 _ -20--- 20 1340 0 -20 000 $-10 \\ -12$ -10 -62-132-983000 2340 - 72 -138 -24 -62 -64 -40 980 1140 õ $-24 \\ -62$ Ň 1475 1310 -12 0 Ô -35 -35 -- 98 2000 -64 - 64 830 670 1220 -64 1230 ñ õp -- 86 ñ - 87 1670 -- 86 1290 ň -44 -44 18 - 14 -18 - 12 - 11 - 10 88867 -12 - 12 - 12 - 1017 16 -18 -14•••••• - 86 15 -12. -10 14 _ 5 - 7 + 9 + 14 9 13 -11 960 -23 12 + - 1+ 5 ------15 11 10 + 8 + 13 + 18 +++ +10+8 12 8 9 + 8 + 6 + 7 + 10 + 7 +++++ + 11 + + 6 + + + + + + + + + 6 +18 + 6 + 6 + 6 876 -----..... 54 6 3 1 32 +++ + 6 4 1 + 6 + 6 + 1 + 6 в + 3 + 1 Total. + 526 -- 98 + 9 +100 Prentice, Wis., No. 107 Fergus Falls, Minn., No. 108 Sheridan, Wyo., No. 109 Boulder, Mont., No. 110 + 2 + 68 + 124 + 138 + 80 + 2 + 68 +124 +138 + 80 + 2 + 64 + 112 + 108+ 2+ 64 +112 +108 + 56 + 2 + 68 +158 +270 1.5.85 1200 00000 00000 00268 1818 + 2+ 68 + 164 + 2 + 68 + 1600 4 6 8 ĥ 3773 3760 3768 1200 + 68 + 156 4900 CDE 1200 1200 THE 11 1500 1500 +264 4900 +300 + 364+ 294 1200 + 56 3812 +291+ 283 4900 -+350+268 +106 +115 + 78 + 49 FGH + 30 + 12 + 16 + 20 0 0 -16 1500 + 30+ 12 20 0 3840 +182 1200 + + 20 10 +172 5000 - 18 + 250 - 6 - 8 + 96 + 64 + 60 + 3012 16 40 + 84 + 48 + 20 - 16+143 + 83 + 38 - 191500 -1200 3883 1680 0000 - 16 - 40 - 46 - 32 - 40 - 68 20 I DOWN ++ 3881 3885 5294 5600 J 1500 1500 20 0 -20 - 8 1200 1200 -16 - 16 - 16 4025 CODA E 1500 -- 20 - 20 1100 -20 4150 + 18 + 12 + 1 + 9 63 - 45 -109 + 42 + 33 + 23 + 17 KLMNO 000000 000 20 6415 -- 108 - 66 -20-44 -82 -71 -61 -44 -121-358-284-24 -24 6346 -153 -120 6093 192 ISSI 1128 1156 -357 5314 5950 -82 63 -310 -287 - 58 -58 -317 -- 300 -61 1262 4736 +-229 -227 5965 0 -287 -287 - 12 - 12 - 12 - 54 - 53 - 50 - 51 18 _ 99999 46 -49-51 -51 -46 16 --..... - 12 -15 14 48 - 19 - 13 - 10 - 73 - 43 - 34 - 90 - 5 13 - 25 - 16 - 15 78 46 32 18 _ 11 10 -_ - 13 8 _ 2 16890 +++++ 876 ++++ 569 56997 +++++ 76887 + •••••• • • • • • • • ++++ 10 6 Ĩ 441 +++ ×. ++++ 441 +++ 4 5 1 +++ - Col Total ... +100 + 9 -306 - 73

Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

Zoi	ne	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in Int	Topog- raphy	Com- pensa- tion	Topog- raphy and bom- pensa- tion	Eleva- tion in fest	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in foot	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
		Sky	omish, V	Vash., No	0. 111	Oly	mpia, W	ash., No	. 112	He	ppner, (Dreg., No	. 113	Тт	uckee, Ca	al., No. 1	114
	A B C D E	920 920 920 933 1144	+ 2 +64 +96 +72 +28	0 0 0 0	+ 2 + 64 + 96 + 72 + 28	62 60 60 60 60	+2 +16 +4 0 0	0 0 0 0 0	+ 2 + 16 + 4 = 0	1968 1968 1968 1968 1968	+ 2 + 68 + 136 + 180 + 134	- 6	+ 2 + 68 +136 +180 +128	5922 5925 5946 6019	+ 2 + 68 + 163 + 308 + 420	$ \begin{array}{c} 0 \\ - & 4 \\ - & 6 \\ - & 16 \end{array} $	+ 2 + 68 + 159 + 302 + 404
	F G H I J	1740 1925 2275 2885 3575	+3 -5 -1 -19 -6	$ \begin{array}{r} - 5 \\ - 6 \\ - 13 \\ - 27 \\ - 40 \end{array} $	$ \begin{array}{r} -2 \\ -11 \\ -14 \\ -46 \\ -46 \end{array} $	60 60 60 60 60	0 0 0 0 0	0 0 0 0	00000	1960 IWM 1960 IWM	+ 69 + 35 + 32 + 20	- 9 - 11 - 16 - 20 - 16	+ 60 + 24 + 16 0 - 16	6070 6142 6150 6335	+344 +211 +151 +123 + 64	$ \begin{array}{r} - 20 \\ - 24 \\ - 32 \\ - 51 \\ - 75 \end{array} $	+324 + 187 + 119 + 72 - 11
	KLMN0	3625 3283 2678 2081 1775	-22 -9 -4 +2 -1	$ \begin{array}{r} -52 \\ -79 \\ -158 \\ -109 \\ -90 \end{array} $	- 74 - 88 -162 -107 - 91	75 88 309 1200 1174	0 0 0 0	$ \begin{array}{c c} 0 \\ -17 \\ -62 \\ -58 \end{array} $	$ \begin{array}{r} 0 \\ - 17 \\ - 62 \\ - 58 \end{array} $	1900 1475 2285 2644 80771	0 0 0 0	$ \begin{array}{r} -20 \\ -36 \\ -133 \\ -133 \\ -151 \end{array} $	$ \begin{array}{r} -20 \\ -36 \\ -133 \\ -133 \\ -151 \end{array} $	7005 6912 5857 4875 3661	+ 62 + 38 + 33 + 8 + 1	-120 -163 -342 -254 -183	$ \begin{array}{r} -58 \\ -125 \\ -309 \\ -246 \\ -182 \end{array} $
	18 17 16 15 14	• • • • • • • • • • •			$ \begin{array}{r} - 17 \\ - 16 \\ - 16 \\ - 15 \\ - 16 \\ \end{array} $				- 6 6 5 4 6				-35 -33 -31 -27 -32		· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	- 38 - 37 - 40 - 43 - 37
	13 12 11 10 N	· · · · · · · · · · · · · · · · · · ·			-29 -21 -10 -1 +3	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		-13 - 11 - 3 + 5 + 5				-49 -23 -16 + 6	· · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	-23 + 22 + 10 + 8 + 8
	87654	· · · · · · · · · · · · · · · · · · ·			+ 9 6 7 8 7				+ 10 + 6 + 7 + 7 + 7 + 7		• • • • • • • • • • • • • • • • • • •		+ 10 + 7 + 7 + 8 + 7	· · · · · · · · · · · · · · · · · · ·			+++++++++++++++++++++++++++++++++++++++
	21				+ 3 + 1				+ 3 + 1				+ 3 + 1				+ 4
To	tal				-473				-116				- 69				+572
		Winr	emucca,	Nev., N	0. 115		Ely, Nev	., No. 11	6	Gu	ernsey,	Wyo., No	0 117	Pie	erre, S. D	ak., No.	118
	ABCDE	4300 4300 4300 4300 4300	+ 2 + 68 +159 +282 +328		+ 2 + 68 + 156 + 276 + 320	6435 6435 6437 6487 6625	+ 2 + 68 + 164 + 314 + 440	$ \begin{array}{r} 0 \\ - 4 \\ - 6 \\ - 16 \end{array} $	+ 2 + 68 +160 +308 +424	4336 4140 4340 4155 4384	+ 2 + 68 +157 +282 +331	$ \begin{array}{c} 0 \\ - 1 \\ - 6 \\ - 8 \end{array} $	+ 2 + 68 +156 +276 +323	1490 1490 1490 1490 1490	+ 2 + 64 +124 +138 + 80	000000000000000000000000000000000000000	+ 2 + 64 +124 +138 + 80
	F G H I J	4300 4600 4425 4468	+230 +120 + 83 + 76 + 35	$ \begin{array}{r} - 10 \\ - 12 \\ - 21 \\ - 40 \\ - 48 \end{array} $	+220 +108 + 62 + 36 - 13	6800 6875 6835 6930 7237	+381 +237 +170 +142 + 73	- 20 - 24 - 32 - 60 - 79	+361 +213 +138 + 82 - 6	4423 4519 4541 4616 4694	+225 +121 + 79 + 67 + 40	-10 -18 -18 -40 -48	+215 +108 + 61 + 27 - 8	1490 1490 1490 1498	+ 30 + 12 + 16 + 20 0	$ \begin{array}{r} 0 \\ - 16 \\ - 20 \\ - 16 \end{array} $	+ 30 + 12 0 - 16
	KLMN0	4508 1000 5156 5643	+ 29 + 28 + 14 + 14 0	- 69 -107 -294 -279 -275	40 79 280 265 275	7745 7446 6531 0196	+ 74 + 83 + 37 + 20 0	138 170 396 346 301	- 64 -137 -359 -326 -301	4750 4839 5114 5400 5475	+ 31 + 12 + 11 0	- 72 - 96 -305 -288 -268	- 41 - 96 -293 -277 -268	1507 1703 1771 1956 2107	0 0 0 0 0	-20 -41 -101 -95 -108	-20 -41 -101 -95 -108
	18 17 16 15 14		• • • • • • • • • • • • • • • • • • •		- 55 - 54 - 57 - 56 - 54		· · · · · · · · · · · · · · · · · · ·	****	$ \begin{array}{r} - 59 \\ - 57 \\ - 57 \\ - 56 \\ - \delta1 \\ \end{array} $	• • • • • • • • • • •			- 54 - 55 - 56 - 54 - 52				- 22 - 22 - 23 - 26 - 26 - 26
	13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·		• • • • • • • • • • • • • • • • • • •	- 77 - 32 - 8 + 3 + 4		***	• • • • • • • • • • • • • • • • • • •	- 79 - 39 - 17 - 2 0		• • • • • • • • • • • • • • • • • • •		- 84 - 48 - 33 - 22 - 6		· · · · · · · · · · · · · · · · · · ·		48 87 87 17 8
	87654				+ 11 + 8 + 8 + 8 + 8 + 8 + 8 + 8 + 8 + 8 + 8				+ 11 + 99 + 99 + 8	• • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •		+++++++++++++++++++++++++++++++++++++++	• • • • • • • • • •	• • • • • • • • • •		-+++++
Te	3 2 1	* * * * * * * * * *	•••••	* * * * * * * * * *	+ 4 + 1 - 87	• • • • • • • • • •	• • • • • • • • • • •		+ 5 + 4 + 1 + 202				+ 5 + 8 + 1 -163				+ 4 + 3 + 1 -182

32

33

Zone	Eleva- tion in feet	Topog raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	Fort	Dodge,	Iowa, N	0. 119	Ke	ithsburg,	, Ill., No	. 120	Grand	Rapids	, Mich.,	No. 121	A	ngola, In	d., No. 1	22
A B C D E	1116 1116 1116 1116 1116 1116	+ 2 + 64 + 108 + 96 + 48	0 0 0 0	+ 2 + 64 +108 + 96 + 48	547 547 550 550 550	+2 +56 +64 +36 +16		+ 2 +56 +64 +36 +16	774 774 774 774 774 774	+2 +60 +84 +54 +24	000000000000000000000000000000000000000	+ 2 +60 +84 +54 +24	1043 1043 1043 1040 1040	+ 2 + 64 + 104 + 90 + 40	0 0 0 0	$ \begin{array}{r} + 2 \\ + 64 \\ + 104 \\ + 90 \\ + 40 \end{array} $
F G H J	1116 1116 1116 1116 1116	+20 + 4 + 5	$ \begin{array}{c} 0 \\ -4 \\ -5 \\ -16 \end{array} $	+ 20 0 0 - 16	550 550 550 550 550	000	0 0 0 -16	0 -16	774 774 774 730 737	+10 0 0 0 0	0 0 0 -16	+10 0 0 -16	1040 1000 1000 1000 1000	+ 20 0 0 0 0	0 0 0 -16	+20 0 0 - 16
K L MNO	1116 1110 1150 1103 1139	0 0 0 0	$ \begin{array}{r} -20 \\ -24 \\ -63 \\ -54 \\ -61 \end{array} $	$ \begin{array}{r} -20 \\ -24 \\ -63 \\ -54 \\ -61 \end{array} $	550 550 614 662 686	0000	$ \begin{array}{c c} -20 \\ -24 \\ -33 \\ -32 \\ -38 \\ \end{array} $	20 24 33 32 38	737 690 683 711 713	0 0 0	-20 -24 -37 -39 -44	$ \begin{array}{r} -20 \\ -24 \\ -37 \\ -39 \\ -44 \end{array} $	1000 971 902 744 737		$ \begin{array}{r} -20 \\ -24 \\ -53 \\ -36 \\ -41 \end{array} $	- 20 - 24 - 53 - 36 - 41
18 17 16 15 14		· · · · · · · · · · · · · · · · · · ·		$ \begin{array}{c} -11 \\ -11 \\ -11 \\ -12 \\ -13 \\ \end{array} $				- 7 - 7 - 7 - 7 - 7 - 7 - 9				- 7 - 7 - 7 - 8 - 9	• • • • • • • • • • • • • • • • • • • •		* * * * * * * * * * * *	
13 12 11 10 9				- 22 - 15 - 14 - 11 - 0				$ \begin{array}{c} -18 \\ -11 \\ -8 \\ -0 \\ -2 \end{array} $				$ \begin{array}{c c} -16 \\ -10 \\ -4 \\ -1 \\ +1 \\ \end{array} $	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	- 16 - 9 + 1 + 2
H 76 5 4								+ 3 + 7 + 8 +10 + 7				+ 67 + 88 + 6	· · · · · · · · · · · · · · · · · · ·			+ 6 + 7 + 8 + 6
3 2 1				+ 4 + 4 + 1				+ 5 + 3 + 1				+ 5 + 4 + 1				+ 5 + 4 + 1
Total				+ 15				-27				+31	·····		•••••	+111
	Alb	any, N.	Y., No.	123	Port	Jervis, N	I. Y., No	0. 124	Atlar	tic City	, N. J. , N	0.125	Bridgeh	ampton,	, N. Y., 1	No. 126
A B C D E	2000 185 183 172	+ 2 +40 +13 + 6 + 7	0	+ 2 +40 +13 + 6 + 7	461 451 460 451 465	+ 2 +56 +52 +23 + 9	0 0 0	+ 2 +56 +52 +23 + 9	12 14 14 7 0	+ 2 + 2 0 0 0	0 0 0 0 0	+ 20000	32 32 32 35 42	++ 000	000000000000000000000000000000000000000	+ 2 + 8 0 0
F G II J	155 135 1181 257 306	0	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	568 727 919 948 956	+ 4 0 - 6 0	0 0 - 3 -15	+ 4 0 - 9 -15	-4 -6 -8 -10 -9	0 0 0 0	0 0 0 0 0	000000	42 52 66 22 - 8	0 0 0 0	0 0 0 0	0 0 0 0 0
K L M N O	393 671 922 1215 1071	0	- 7 -15 -54 -63 -57	- 7 -15 -54 -63 -57	830 883 1007 888 713	000000000000000000000000000000000000000	-18 -27 -58 -49 -38	-18 -27 -58 -49 -38	$ \begin{array}{c} -2 \\ -9 \\ +4 \\ -21 \\ +15 \end{array} $	00000	0 0 0 0	000000000000000000000000000000000000000	-16 -31 -54 75	00000	+1 +3 0 -1	+ 1 + 3 - 1
18 17 16 15 14	· · · · · · · · · · · · · · · · · · ·			1111		• • • • • • • • • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	1-77 480				+ 1 + 4 + 10 + 12 + 14		• • • • • • • • • • • •		+ 1 + 5 + 7 + 7 8
13 12 11 10 9				+ 1 +14 +16 +14 +10				+ 7 +17 +17 +14 +10				+ 21 + 19 + 20 + 18 + 18 + 18				+ 24 + 22 + 25 + 20 + 13
8 7 6 5 4			· · · · · · · · · · · ·	+14 + 8 + 8 + 8 + 8	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+14 + 6 + 6 + 6 + 6	• • • • • • • • • •	• • • • • • • • • •	• • • • • • • • •	+ 15 + 6 + 6 + 6 + 6 + 6		· · · · · · · · · · · · · · · · · · ·		+ 17 + 6 + 6 + 6 + 6 + 6 + 6 + 6 + 6 + 6 +
3 2 1				+ 8 + 4 + 1				+ 6 + 4 + 1				+ 8 + 4 + 1				+ 6 + 4 + 1
Total				-60				+28				+185				+198

Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

59387°-17-3

U. S. COAST AND GEODETIC SUBVEY SPECIAL PUBLICATION NO. 40.

Zone	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	Cha	tham, M	ass., No.	127	Ro	ckland, 1	fe., No. 1	128	Land	aster, N	. H., No.	129	Whit	tehail, N	. Y., No.	130
A B C D E	5 10 10 20 10	+1 +2 0 0 0	0 0 0 0	+ 1 + 2 + 2 = 0 = 0	31 32 30 34 42	+2 +8 0 0	0 0 0 0	+ 28000	858 858 851 870	+ 2 +60 +90 +68 +32	0 0 - 2	+ 2 +60 +90 +68 +30	125 125 129 167 200	+ 2 +28 + 8 + 4 + 2	0 0 0 0	+ 28 + 28 + 4 + 4 + 28
F G H J	$ \begin{array}{r} 4 \\ 5 \\ - 5 \\ - 10 \\ - 6 \end{array} $	0 0 0 0	0 0 0 0	0 0 0 0	51 90 92 54 63	0 0 0 0	0 0 0 0	0 0 0 0	1021 1081 1088 1231	+12 + 4 + 2 + 10 + 2	- 3 - 4 - 5 -10 -13	+9 -3 0 -11	224 298 325 518 666	0000	00000	0 0 0 8
K L M N O	$ \begin{array}{r} - 27 \\ - 48 \\ - 89 \\ - 159 \\ - 126 \\ \end{array} $	0 0 0	0 +1 +4 +9 +7	0 + 4 + 4 9 + 7	$71 \\ 1 \\ -15 \\ -38 \\ 165$	0 0 0 0	-1 0 +2 -8	$ \begin{array}{c} -1 \\ 0 \\ +2 \\ -8 \end{array} $	1470 1421 1557 962 704	+ 2 0 0 0	-24 -33 -87 -52 -38	-22 -33 -87 -52 -38	642 823 1071 1088 1071	0 0 0 0	-12 -19 -60 -58 -58	- 12 - 19 - 60 - 58 - 58
18 17 16 15 14				$ \begin{array}{r} 0 \\ + 1 \\ + 5 \\ + 10 \\ + 16 \end{array} $			•••••	+ + 3 + + 3 + + - + - +				- 5 - 5 - 6 - 4			· · · · · · · · · · · · · · · · · · ·	98685
13 12 11 10 9				+ 37 + 33 + 27 + 21 + 13				+ 2 + 15 + 20 + 18 + 13								-5 + 7 + 11 + 13 + 10
8 7 6 5 4				+ 18 + 6 + 6 + 6 + 6 + 6				+ 16 + 6 + 6 + 5 + 6		·····		+13 + 6 + 6 + 6 + 6				+ 15 + 6 + 6 + + 6 6
3 2 1				+ 6 + 4 + 1				+ 6 + 5 + 1		1		+ 6 + 5 + 1				+ 8 4 4 1
Total				+240			1	+106				+68				-121
	Littl	e Falls, l	N. Y., N	0. 131	Wate	ertown, l	N. Y., N	0. 132	Sout	hport, N	. Y., No	. 133		Erie, Pa.	, No. 134	
A B C D E	448 444 450 525 662	+2 +56 +53 +21 +7	0 0 0 0	+ 2 +56 +53 +24 + 7	483 489 488 475 475	+2 +56 +58 +29 +8	000000000000000000000000000000000000000	+2 +56 +58 +29 + 8	873 875 875 875 875 894	+2 +60 +94 +69 +32	0 0 0 0	+2 +60 +94 +69 +32	650 650 648 640	+ 2 +58 +76 +48 +16	0 0 0 0	+ 2 +58 +76 +48 +16
F G H J	770 796 775 842 914	+2 +3 +20 +20	$ \begin{array}{c c} -1 \\ -2 \\ -4 \\ -8 \\ -10 \end{array} $	+1 -2 -1 -6 -10	470 481 536 600 619	+2 +2 +2 +7 0	0 - 2 - 7 - 7	+2000 - 7	996 1038 1136 1340 1362	+18 + 5 + 5 + 7 0	$ \begin{array}{r} -4 \\ -5 \\ -6 \\ -14 \\ -16 \end{array} $	+14 0 - 1 - 7 -16	643 666 700 752 782	+10 + 7 + 9 0	0 7 9 8	+10 0 0 - 8
K L M N O	1102 1254 1179 1188 1050	0 0 0 0	-16 -31 -66 -62 -58	-16 -31 -66 -62 -58	670 665 714 706 786	0 0 0 0	$ \begin{array}{c c} -10 \\ -13 \\ -42 \\ -38 \\ -49 \\ \end{array} $	$ \begin{array}{c c} -10 \\ -13 \\ -42 \\ -38 \\ -49 \\ \end{array} $	1355 1429 1207 1244 1104	0 0 0 0	$ \begin{array}{r} -20 \\ -34 \\ -68 \\ -65 \\ -60 \end{array} $	-20 -34 -68 -65 -60	776 746 800 875 861	0 0 0	$ \begin{array}{r} -13 \\ -18 \\ -44 \\ -47 \\ -51 \\ \end{array} $	-13 -18 -44 -47 -51
13 17 16 15 14				$ \begin{array}{c c} -10 \\ -10 \\ -7 \\ -6 \\ -6 \\ -6 \end{array} $				-8 -7 -9 -8 -8				- 99				$ \begin{array}{r} -10 \\ -10 \\ -9 \\ -11 \\ -10 \end{array} $
13 12 11 10 9		1		$-\frac{5}{+8}$ +9 +12 +9				-13 -13 +2 +8 +7				-5 +7 +8 +11 +8				-15 - 8 - 2 + 5 + 5
8 7 6 5 4				+13 + 6 + 6 + 7 + 6				+11 + 7 + 8 + 8 + 5 + 5				+12 +6 +7 +6				+ 9 + 6 + 7 + 7 + 6
Total				+ 6 + 4 + 1 + 1 - 66				+ 6 + 5 + 1 + 6				+ 6 + 4 + 1 + 1 + 38				+ 5 + 4 + 1 + 11
		1	1	1	1	1	1	1			1					1

Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

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Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd. Topog-raphy and com-Topog-raphy and com-Topog-raphy and com-Topog-raphy and Eleva-tion in feet Eleva-tion in feet Eleva-tion in feet Eleva-tion in feet Com-Com-Com-Com-Topog-raphy Topog-raphy Topog-raphy Topog pensa-tion Zone pensa-tion pensa-tion pensaraphy compensation pensa tion pensa pensa-Parkersburg W.Va., No. 135 Columbus, Ohio, No. 136 Indianapolis, Ind., No. 137 Springfield, Ill., No. 138 + 2 +60 +84 +55 +24 + 2+60 +84 +55 +24 + 2 +56 +72 +42 +16 + 2 +56 +72 +42 +16 + 2 +56 +72 +42 +20 + 2 +60 +80 +48 + 2 +60 +80 +48 +20+ 2 +56 +72 +42 +20 00000 0 713 000000 600 00000 AHCDE 710 710 710 710 700 600 600 600 595 615 618 612 631 755 757 752 000 +20 + 10380 0 - 3 - 8 -16 758 750 761 780 802 +10 + 2 + 3 + 8 0 - 2 - 3 - 8 -11 +12 + 3 + 3 + 3 + 10 0+ 50350 00858 + 5000 + 1 622 +10 700 - 2 +10 594 FGHIJ 665 709 742 719 700 750 750 800 000 595 1413 592 593 000 - 3 -10 - 8 ñ -16 -11-20 -24 -52 -51 -68 -20 -24 -52 -51 -68 775 800 921 838 -15 800 596 $-10 \\ -12 \\ -28$ 00000 -15 -10 -10 -10 KLMNO 00000 00000 $-24 \\ -56 \\ -48 \\ -56$ 800 850 794 675 -24-50 -41 -34 600 -12-28-32-30820 $-24 \\ -56 \\ -48 \\ -56$ $-24 \\ -50 \\ -41 \\ -34$ 579 581 568 994 879 $-32 \\ -30$ 1000 ------ 6 - 6 - 7 $-14 \\ -14 \\ -15$ - 8 18 17 16 15 14 -10

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-15 - 8 - 5 - 5 - 5 - 5

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6 5 4

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2 1				+ 5 + 1			· · · · · · · · · · · ·	+ 5 + 1			•••••	+ 5 + 1		•••••	•••••	+ 5 + 1
Total				-58				+ 9				+34				+47
	Lei	banon, M	lo., No. 1	139	Jo	oplin, Mo	., No. 14	0	Fort	Smith,	Ark., No	. 141	Text	arkana, /	Ark., No.	142
	1263 1260 1261 1260 1225	+ 2 + 64 +116 +114 + 70	0 0 0 - 4	+ 2 + 64 +116 +114 + 66	994 995 995 992 988	+ 2 + 64 +104 + 84 + 43	0 0 0 0 8	+ 2 + 64 +104 + 84 + 40	442 450 450 450 450	+ 2 +56 +52 +24 + 8	8 0 0 0	+ 2 +56 +52 +24 + 8	325 325 525 318 310	+2 +48 +36 +14 +8	000000000000000000000000000000000000000	+ 2 +48 +36 +14 + 8
F O H J	1230 1238 1906 1145 1131	+ 31 + 10 + 6 + 10 + 3	$ \begin{array}{r} -5 \\ -6 \\ -6 \\ -10 \\ -12 \end{array} $	+ 26 + 4 0 - 9	1002 988 997 992 972	+ 19 + 4 + 5 + 10 0	-3 -4 -5 -10 -16	$+ 16 \\ 0 \\ 0 \\ 0 \\ - 16$	465 479 462 459 512	0 0 + 5 + 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 - 4	808 316 316 310 300	0 0 0 0	0 0 0 0 0	000000000000000000000000000000000000000
K L M N	1145 1096 1129 1131 1032	0 0 0 0 0	20 24 63 55 57	- 20 - 24 - 63 - 55 - 57	955 1000 1029 1038 1032	0 0 0 11	-20 -24 -57 -54 -62	20 24 57 54 62	552 533 871 1006 911	0 0 0 0	$ \begin{array}{r} -7 \\ -14 \\ -50 \\ -52 \\ -47 \end{array} $	-7 -14 -50 -52 -47	285 367 351 512		6 8 21 28 33	- 6 - 8 -21 -28 -33
18 17 16 15 14				- 99977		· · · · · · · · · · · · · · · · · · ·		- 12 - 11 - 11 - 10 - 10				1 7 7 8 8				
13 12 11 10 9			· · · · · · · · · · · · · · · · · · ·	-17 -11 -11 -8 -4	· · · · · · · · · · · · · · · · · · ·			$ \begin{array}{r} - 17 \\ - 12 \\ - 13 \\ - 11 \\ - 5 \\ \end{array} $				-14 -11 -10 - 8 - 4				- 8 - 5 - 6 - 3
8 7 6 5 4	· · · · · · · · · · · · · · · · · · ·			+ 1 + 8 + 9 + 11 + 8	· · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 1 + 8 + 9 + 11 + 7				+ 2 + 8 + 9 +11 + 8				+ 3 + 8 + 9 +11 + 8
1 2 1				+ 5 + 3 + 1				+ 5 + 8 + 1				+ 5 + 3 + 1				+ 8 + 3 + 1
Total				+118				+ 10				-70				+ 7

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-16 - 9 - 6 + 2

+ 5

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-17 -10

- 8 - 1

+ 7 + 7 + 10 + 7

+ 6

U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

Zone	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in fest	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
-	Hot	Springs,	Ark., No	. 143	Ale	xandria,	La., No.	144	Le	urel, Mi	ss., No. 1	45	Ric	hmond,	∀a., No.	146
	620 620 640 678	+ 2 +56 +72 +40 +17	0 0 0 0 0	+ 2 +56 +72 +40 +17	76 76 76 76 76	+ 2 +20 + 4 + 2 5	0 0 0 0	+2+20+4+20+4+200	250 250 250 250 250 250	+ 2 +44 +24 + 9 + 2	0 0 0 0	+ 2 + 44 + 24 + 9 + 2	97 100 85 93 100	+2 +24 +4 +20	0 0 0 0	+ 2 +24 + 4 + 2
FGHIJ	665 658 601 804	+10 + 2 + 3 0	- 2 - 3 - 5	+10 0 -6 -5	76 100 100 100 100	0 0 0 0	0 0 0 0	000000000000000000000000000000000000000	250 250 250 250 250	0 0 0 0	0 - 1 - 2 - 3	$ \begin{array}{c} 0 \\ - 1 \\ - 2 \\ - 3 \end{array} $	100 134 144 152 156	0 0 0	00000	00000
KL MN O	658 004 607 512 632	0 0 0 0	$ \begin{array}{c c} -14 \\ -11 \\ -34 \\ -33 \\ -35 \\ \end{array} $	-14 -11 -34 -33 -35	100 100 64 75 89	0 0 0	0 0 0 0 0	0 0 0 0	300 300 250 172 147	0 0 0 0	$ \begin{array}{r} -5 \\ -7 \\ -14 \\ -9 \\ -5 \end{array} $	$ \begin{array}{r} - 5 \\ - 7 \\ - 14 \\ - 9 \\ - 5 \end{array} $	108 156 158 187 314	0 0 0 0	$ \begin{array}{c} 0 \\ - 8 \\ -12 \\ -16 \end{array} $	0 - 8 -12 -16
18 17 16 15 14		• • • • • • • • • •		-6 -6 -6 -6 -6	• • • • • • • • • • • • • • • • • • •			$ \begin{array}{c} -1 \\ -1 \\ -1 \\ +1 \\ +8 \end{array} $				$\begin{vmatrix} -1 \\ -1 \\ +1 \\ +2 \\ \end{vmatrix}$		• • • • • • • • • •		- 56 - 77 - 2
13 12 11 10 9				- 9 - 7 - 6 - 4 5	· · · · · · · · · · · · · · · · · · ·			+8 + 1 + 1 - 3 - 1	· · · · · · · · · · · · · · · · · · ·			+ 9 + 10 5 + + 1	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	+13 +18 +18 +18 +18
8 7 6 5 4		· · · · · · · · · · ·		+ 2 + 8 + 9 +11 + 7	· · · · · · · · · · · · · · · · · · ·			+ 5 + 8 + 10 + 10 + 8	* * * * * * * * * * *		· · · · · · · · · · ·	+ 5 + 7 + 9 + 10 + 8	· · · · · · · · · · · · · · · · · · ·		• • • • • • • • • •	+18 + 5 + 6 + 7 + 7
3 2 1				+ 5 + 3 + 1			• • • • • • • • • •	+ 6 + 2 + 1			• • • • • • • • • •	+ 6 + 3 + 1				+ 6 + 3 + 1
Total				+44				+91			}	+114				+96
	En	nporia, V	7a., No. 1	47	Gree	envilie, N	t. C., No.	148	Wilm	ington,	N. C., N	0. 149	Ch	ieraw, S.	C., No. 1	50
A B C D E	120 120 120 120 120	+2 +28 +4 +1 = 0	000000000000000000000000000000000000000	+ 2 + 28 + 4 + 1 = 0	55 55 55 32 39	+2 + 14 + 4 = 0 = 0	0 0 0 0	+ 2 + 14 + 4 + 4 = 0 = 0	28 28	+2 +8 0 0 0	0 0 0 0	+ 2 + 8 0 0	150 180 180 180 180	+2 +36 +12 +6 0	0 0 0 0	+ 2 + 36 + 12 + 6 0
FG II J	120 120 120 120 120	0 0 0 0	00000	0 0 0	35 38 41 50 44	0 0 11 0	0 0 0 0	0 0 0 0		000000000000000000000000000000000000000	000000000000000000000000000000000000000	0 0 0 0	200 200 200 300 300	000000000000000000000000000000000000000	0 0 0 0	00000
K L M N O	120 120 94 149 212	0 0 0 0	0 0 -10 -10	$ \begin{array}{c} 0 \\ 0 \\ - 10 \\ - 10 \end{array} $	56 65 69 64 111	0 0 0 0	$ \begin{array}{c c} 0 \\ -4 \\ -3 \\ -5 \end{array} $	$ \begin{array}{r} 0 \\ - 4 \\ - 3 \\ - 5 \end{array} $	- 5 15 -42	0 0 0 0	0 0 +4		300 300 258 291 315	0 0 0 0	$ \begin{array}{r} 0 \\ 0 \\ -18 \\ -16 \\ -16 \\ -16 \end{array} $	0 - 18 - 16 - 16
18 17 16 15	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • •		- 3 - 4 + 5 + 7	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		-1 + 1 + 3 + 7 + 12				+ 2 + 4 + 9 + 13 + 21			· · · · · · · · · · · · · · · · · · ·	45584
13 12 11 10 9	* * * * * * * * * *		• • • • • • • • • •	+ 15 + 20 + 21 + 17 + 12	· · · · · · · · · · · · · · · · · · ·			+ 34 + 24 + 22 + 19 + 13				+ 34 + 29 + 26 + 20 + 13			· · · · · · · · · · · · · · · · · · ·	+ 16 + 16 + 18 + 18 + 18
76 5	* * * * * * * * *			+ 12 + 5 + 6 + 7		*****		+ 15 + 6 + 7	· · · · · · · · · · · · · · · · · · ·			+ 13 + 56 + 7			· · · · · · · · · · · ·	+ 10 + 6 + + 9 + + + + +
3 2 1		• • • • • • • • • • •		+ 6 + 3 + 1				+ 8 + 3 + 1				+ 6 + 3 + 1				+ 6 5 1
Total				+149				+191				+234				+126

Zone	Eleva- tion in	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in Itet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tioù in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	Cha	rlotte, N	I. C., No.	151	Ash	eville, N	. C., No.	152	Clev	eland, T	enn., No	. 153	Winsto	on-Salem	, N. C., I	No. 154
ACDE	750 750 750 750 700	+ 2 +60 +84 +56 +24	0 0 0 0	+ 2 + 60 + 84 + 56 + 24	2199 2200 22103 2200 2200	+ 2 + 68 +140 +196 +158	0 0 - 4 - 4	+ 2 + 68 +140 +192 +152	864 864 864 864 870	+ 2 +60 +94 +70 +30	0 0 - 1 - 2	+ 2 +60 +94 +69 +28	932 932 932 100 160	+ 2 +64 +98 +78 +39	0 0 0 2	+ 2 + 64 + 98 + 78 + 37
F G H J	705 707 702 701 697	+12 + 2 + 3 + 6 + 1	- 2 - 2 - 3 - 6 8	+10 0 0 - 7	2220 2225 2162 2265 2312	+ 79 + 41 + 19 + 20 + 5	-5 -12 -16 -20 -21	+ 74 + 29 + 3 - 16	845 872 834 825 853	+13 + 3 + 3 + 8 0	- 3 - 3 - 8 -16	+10 0 0 -16	900 1800 1900 900 900	+13 + 8 + 3 + 8 0	- 3 - 3 - 3 - 8 -16	$+ 10 \\ 0 \\ 0 \\ - 16$
KL N N	673 688 595 904	0 0 0 0	-11 -24 -34 -38 -50	$ \begin{array}{r} -11 \\ -24 \\ -34 \\ -38 \\ -50 \end{array} $	2590 2871 2657 1706 1415	+ 7 + 5 0	- 42 - 68 -158 - 85 - 74	- 35 - 68 153 - 85 - 74	828 850 1157 1394 1236	0 0 0 0 0	-20 -24 -67 -71 -65	-20 -24 -67 -71 -65	900 900 829 925 1146	000000000000000000000000000000000000000	-20 -24 -16 -51 -67	- 20 - 24 - 46 - 51 - 67
18 17 16 15 14		· · · · · · · · · · · ·		1 1 1 1	· · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		$-12 - 11 - 10 - 9 - \delta$			· · · · · · · · · · · · · · · · · · ·	-10 -10 -9 -7 - 5		· · · · · · · · · · · · · · · · · · ·		-10 -10 -10 -5 -5
13 12 11 10 9				+7 +11 +14 +16 +11				- 7 + 8 + 14 + 9		· · · · · · · · · · · · · ·		$\begin{array}{c} - \begin{array}{c} 7 \\ 0 \\ + \begin{array}{c} \delta \\ + 10 \\ + \end{array} \end{array}$	· · · · · · · · · · · · · · · · · · ·			$ \frac{8}{10}$ + 10 + 11 + 11 + 11
8 76 5 4		· · · · · · · · · · · · · · · · · · ·		+ 9 6 6 9 7				+ 8 + 7 + 10 + 7				+ 6 + 6 + 7 + 10 + 7		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 10 + 5 + 6 + 9 + 7
3 2 1				$\begin{vmatrix} + & 6 \\ + & 3 \\ + & 1 \end{vmatrix}$	•••••		• • • • • • • • • •	+ 6 + 3 + 1		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	$+ \theta$. + 3 + 1	· · · · · · · · · · · · · · · · · · ·		•••••	+ 6 + 3 + 1
Total				+148				+256				+19		•••••		+124
	Kno	xville, T	enn., No	o. 165	B	ristol, V	a., No. 1	56	Hon	nestead,	Fla., No	. 157	Se	bring, F	la., No. 1	.58
A H C D E	919 919 920 521 900	+ 2 +64 +96 +78 +38	0 10 0 - 2	+ 2 +64 +96 +78 +36	1685 1685 1685 1685 1685 1700	+ 2 + 68 +128 +156 +104	000	+ 2 + 68 +128 +156 +100	14 12 14 14 14	+2 0 0 0	0 0 0 0 0	+ 2 0 0 0	112 112 115 112 100	+ 2 +26 + 4 0	000000000000000000000000000000000000000	+ 2 + 28 + 4 = 0 = 0
F G H J	890 873 105 905 925	+15 + 6 + 3 + 8 0	- 3 - 3 - 3 - 8 -16	+12 + 3 = 0 0 = 0 -16	1725 1779 1846 1885 1825	+ 55 + 30 + 10 + 20 0	- 5 - 6 - 10 - 20 - 16	+ 50 + 24 = 0 = 0 = -16	14 14 14 14 14	0 0 0 0	0000000	0000	100 100 100 100 100	0 0 0 0 0	0 0 0 0	00000
K L M N O	925 1004 14730 1719 1550	0 0 0 0	-20 -24 -79 -88 -86	20 24 79 88 86	1840 2100 2371 2125 1575	+ 3 + 2 0 0	- 29 - 51 -139 -110 - 87	- 26 - 51 -137 -110 - 87	2 - 77 -312 -439	000000000000000000000000000000000000000	$0 \\ 0 \\ + 4 \\ + 19 \\ + 21$	0 0 + 4 + 19 + 21	100 83 68 11	0 0 0 0	0 -4 -4 0	- 4 - 4
18 17 16 15 14				$ \begin{array}{c} -13 \\ -12 \\ -11 \\ -8 \\ -6 \end{array} $				$ \begin{array}{r} -14 \\ -13 \\ -12 \\ -10 \\ -6 \\ \end{array} $	• • • • • • • • • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·		+++++++++++++++++++++++++++++++++++++++			· · · · · · · · · · · · · · · · · · ·	+++++++++++++++++++++++++++++++++++++++
13 12 11 10 9				$ \begin{array}{c c} -9 \\ -1 \\ +8 \\ +11 \\ +7 \end{array} $				- 8 + 8 + 13 + 9				+ 36 + 41 + 47 + 27 + 15				+ 29 + 31 + 84 + 23 + 14
8 7 6 5 4				+ 6 + 6 + 7 + 10 + 7		· · · · · · · · · · ·		+ 8 + 7 + 10 + 7	· · · · · · · · · · · · · · · · · · ·			+ 10 + 5 + 10 + 10 + 8				+ 13 + 5 + 6 + 10 + 8
2				+ 6 + 8 + 1				+ 6 + 5 + 1				+ 6 8 + 1				+ 8 1 + 1
Total.				-13		J		+118				+292				+228

Zame	Eleva- tion in feet	Topog- raphy	('om- pensa- tion	Topog- raphy sau com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in Iest	Topog- raphy	Com- pensa- tion	Topog- raphy and com- prose- tion
	Tit	usville, l	Fla., No.	159	Lee	aburg, F	la., No.	160	Ceda	r Keys,	Fla., No	. 161	M	lacon, Ga	., No. 16	2
ABCDE	8 8 10 10	+2	000000000000000000000000000000000000000	+ 2 0 0 0	100 95 90	+ 2 + + 24 + 4 + 3 = 0	00000	+ 24 + 24 + 3	0.0440	+20000	00000	+ 2 0 0 0	325 351 326 300	+ 2 +50 +36 +15 + 4	00000	+ 2 +50 +36 +15 + 4
F G H J	10 10 10 10	0		0000	80 80 80 80	0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0	2 10 2 20 20	000000000000000000000000000000000000000	000000000000000000000000000000000000000		300 300 350 350 400		- 1 - 2 4	0-128-
K L M N O	$ \begin{array}{r} 10 \\ 15 \\ 6 \\ - 35 \\ -302 \end{array} $	0	0 0 0 1 1 17	0 0 0 + 17	80 80 92 59 18		0 -4 -3 0	$ \begin{array}{r} 0 \\ 0 \\ - & 4 \\ - & 3 \\ 0 \end{array} $	9 22	0 0 0 0	0 0 0 0	000000000000000000000000000000000000000	400 400 457 481 525	000000000000000000000000000000000000000	- 6 -10 -26 -30 -30	- 6 10 26 30 30
17 16 15 14		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 4 + 5 5 5 8				+ 1 + 2 + 6 + 8	· · · · · · · · · · · · · · · · · · ·			0 0 + 7 + 10				
13 12 11 10	· · · · · · · · · · · · · · · · · · ·			$ \begin{array}{r} + 26 \\ + 30 \\ + 34 \\ + 24 \\ + 14 \end{array} $			· · · · · · · · · · · · · · · · · · ·	+ 24 + 26 + 28 + 21 + 14				+ 22 + 20 + 20 + 18 + 18 + 13		· · · · · · · · · · · · · · · · · · ·		+ 1 + 6 +11 +16 +10
8 7 6 5 4				+ 14 + 5 + 6 + 10 + 8				+ 12 + 5 + 6 + 10 + 8				+ 11 + 6 + 7 + 10 + 7				+ 8 + 6 + 7 + 10 + 7
3 2 1		• • • • • • • • •		+ 6 2 + 1 + 1				+ 6 + 2 + 1	· · · · · · · · · · · · · · · · · · ·			+ 6 + 3 + 1				+ 6 + 3 + 1
Total				+226				+206				+163				+67
	A	lbany, G	a., No. 1	163	Per	isacola, l	Fla., No.	164	OI	pelika, A	la., No.	165	Hu	ntsville,	Ala., No	. 166
A B C D E	190 200 200 200 200 200	+ 2 +40 +16 +6 + 1	000000000000000000000000000000000000000	+ 2 + 40 + 16 + 6 + 1	6 11 11 11 11	+1 +2 0 0	0 0 0 0	+ 1 + 2 = 0 = 0 = 0	805 565 800 800 800	+ 2 +60 +88 +63 +28	0 0 0	+ 2 + 60 + 88 + 63 + 28	655 655 650 650 650	+ 2 +58 +76 +48 +16	0 0 0	+ 2 +58 +76 +48 +16
FGHIJ	290 200 200 250 250	0 0 0 0	0 - 1 - 2 - 3			0 0 0 0	0 0 0 0	00000	750 754 750 732 887	+12 + 4 + 8 + 7 0	- 2 - 3 - 3 - 8 -16	+ 10 + 1 = 1 = 16	630 675 772 762 735	+10 0 + 3 + 8 0	0 0 - 3 - 8 -16	+10 0 0 -16
KL MN O	300 800 201 208 300	000000000000000000000000000000000000000	$ \begin{array}{c c} - 4 \\ - 7 \\ -13 \\ -12 \\ -15 \\ \end{array} $	$ \begin{array}{r} - 4 \\ - 7 \\ - 13 \\ - 12 \\ - 15 \end{array} $	21 - 16 - 158	0 0 0 0	0 0 0 +9	0 0 0 + 9	650 610 557 581 532	0 10 10 0	$ \begin{array}{r} -20 \\ -16 \\ -32 \\ -31 \\ -33 \end{array} $	$ \begin{array}{r} - 20 \\ - 16 \\ - 32 \\ - 31 \\ - 33 \end{array} $	715 742 83 812 711	8 0 0 0 0 0	-20 -24 -47 -43 -40	-20 -24 -47 -43 -40
18 17 16 15 14								+ 1 ++ 3 ++ 8 ++ 8				- 5 - 4 - 2 0				- 8 - 7 - 8 - 6 - 6
13 12 11 10 9				+ 8 + 8 + 10 + 15 + 11				+ 10 + 13 + 8 + 9 + 5				++++++++++++++*************************				
87 65 4	· · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	+ 9 + 7 + 10 + 7				+ 7 + 7 + 9 + 10 + 8				++++107+++				+ 5 + 6 + 7 + 10 + 7
3 2 1				$+ & 6 \\ + & 3 \\ + & 1 \\ + & 1 \\ - & - & - \\ - & - & - \\ - & - & - \\ - & - &$				+ 6 3 1				+ 6 + 3 + 1				+ 8 + 3 + 1
Total				+107				+135				+167				+34

38

Zone	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	Arkar	sas City	, Ark., N	To. 167	Men	nphis, T	enn., No	. 168	Mammo	oth Spri	ng, Ark.,	No. 169	Hop	kinsville	, Ky., N	0. 170
A B C D E	143 143 143 134	+ 2 +32 +10 + 3	0 0 0 0	+ 2 +32 +10 + 3 0	264 264 264 264 264	+2 +44 +28 +6 +4	0 0 0 0 0	+ 2 +44 +28 + 6 + 4	512 512 512 512 512 600	+ 2 +56 +60 +30 +16	0 0 0 0	+2 +56 +60 +30 +16	577 577 577 800 600	+ 2 +56 +68 +36 +16	0 0 0 0	+ 2 +56 +68 +36 +16
F G II J	143 143 143 143 143 143	0 0 0 0 0	000000000000000000000000000000000000000	0000	264 264 264 264 264	0 0 0 0 0	0 0 - 2 - 3	00023	600 600 700 700 700 700	+ 5 0 + 3 2 0	$ \begin{array}{c c} 0 \\ -3 \\ -6 \\ -11 \end{array} $	$+ 5 \\ 0 \\ - 4 \\ -11$	600 600 000 600 600	+ 5 + 3 + 2 0	0 - 8 - 8 - 8	+ 5 0 - 4 - 8
K L M N O	143 143 120 110 141	000000000000000000000000000000000000000	- 3 - 7 - 6 - 7	- 3 - 7 - 6 - 7	254 254 307 335 341	0 0 0 0 0	$ \begin{array}{r} -4 \\ -6 \\ -15 \\ -20 \\ -19 \end{array} $	-4 -6 -15 -20 -19	700 700 679 659 711	0 0 0 0	-14 -17 -40 -38 -40	-14 -17 -40 -38 -40	600 600 500 500 529	0 0 11 0 0	$ \begin{array}{r} -10 \\ -12 \\ -28 \\ -32 \\ -29 \\ \end{array} $	-10 -12 -28 -32 -29
18 17 16 15 14			· · · · · · · · · · · · · · · · · · ·	28344	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	-4 -4 -4 -5				$ \begin{array}{c} -7 \\ -7 \\ -6 \\ -6 \\ -6 \end{array} $				- 6 - 6 - 7 - 7
13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·		• • • • • • • • • • • • • • • • • • •		• • • • • • • • • •	$-\frac{8}{-5}$ $+\frac{1}{-1}$			· · · · · · · · · · · · · · · · · · ·	-13 - 9 - 7 - 4 - 3			· · · · · · · · · · · · · · · · · · ·	-12 - 6 - 2 + 3 + 3 + 2
8 7 5 4	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+ 3 + 8 + 9 +11 + 7	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •	+ 3 + 7 + 8 + 10 + 7				+ ? + 7 + 8 + 10 + 7	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+ 47 + 8 + 10 + 7
32				+ 5 + 3 + 1				+ 6 + 3 + 1				+ 6 + 3 + 1	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	+ 8 + 1
Total	Da	nville K	v No	+49	Cliffe	m Form	Va Nr	+22	Gro	onville	Ale No	-19	Birm	ingham	Ala N	+59
	983	+ 2	0	+ 2	1066	+ 2	0	+ 2	427	+ 2		+ 2	586	+ 2	0	+ 2
ECDE	983 983 985 985	+ 64 +104 + 84 + 40	0000	+ 64 +104 + 84 + 40	1066 1066 1212	+ 64 +108 + 90 + 49	- 2	+ 64 +108 + 90 + 47	427 400 400 400	+56 +52 +20 + 8	0 0 0 0	+56 +52 +20 + 8	590 590 590 600	+56 +72 +42 +16	000000000000000000000000000000000000000	+56 +72 +42 +16
F G H 1 J	953 948 948 948	+ 19 + 3 + 5 + 10	+ 8 - 3 - 5 - 10 - 16	+ 16 0 0 - 16	1320 1350 1515 1515 1850	+ 23 + 4 + 6 + 6 + 4	-4 -5 -8 -14 -20	+ 19 - 1 - 2 - 8 - 16	400 400 300 300 300	0 0 0 0	-1 -2 -2 -3	-1 -2 -2 -3	624 671 666 685 644	+ 50380	0 - 3 - 8 -15	+ 5 0 0 -15
KL MN O	940 900 879 819 817		- 20 - 24 - 50 - 42 - 49	- 20 - 24 - 50 - 42 - 49	1920 1 40 1971 1888 1404	+ 1 0 0 0 0	- 31 - 45 -115 - 97 - 75	- 30 - 45 - 115 - 97 - 75	300 300 257 181 271	0 0 0 0	$ \begin{array}{r} -4 \\ -7 \\ -15 \\ -10 \\ -12 \end{array} $	$ \begin{array}{r} -4 \\ -7 \\ -15 \\ -10 \\ -12 \end{array} $	640 615 536 531 511	0 0 0 0	17 13 28 29 25	-17 -13 -28 -29 -25
18 17 16 15 14	· · · · · · · · · · · ·		• • • • • • • • • •	- 9 - 9 - 10 - 8 - 6	· · · · · · · · · · · · · · · · · · ·			-11 -10 -10 -8 -7	• • • • • • • • • • •			- 2 2 2 2 + + +	• • • • • • • • • •		· · · · · · · · · · · · · · · · · · ·	1
13 12 11 10 9			• • • • • • • • • • •	$-11 - \frac{11}{-4} + \frac{1}{-4} + \frac{1}{-5} + $	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	- 8 + 11 + 15 + 10				+++++ +++++			· · · · · · · · · · · · · · · · · · ·	-++++
87654	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+ 6 + 6 + 7 + 10 + 7	· · · · · · · · · · · ·			+ 10 5 8 8 7 + + + + + + + + + + + + + + + + +		· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • •	+ 7 + 7 + 11 + 7	• • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+ 57 + + 11 + + 7
3 2 1 Total	• • • • • • • • • • • • • • • • • • • •			+ 6 + 3 + 1 + 110				+ 6 + 3 + 1 - 26				+ 5 + 3 + 1 + 163	· · · · · · · · · · · · · · · · · · ·			+ 6 + 3 + 1 + 106

Zone	Eleva- tion in fest	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	Let	rington,	Va., No.	175	Prest	onsburg,	Ky., No	o. 176	Trave	rse City,	Mich., N	Xo. 177	8	eney, Mi	ch, No. 1	.78
A B C D E	1063 1063 1063 1063 1000	+ 2 + 64 +108 + 94 + 46	00	+ 2 + 64 +108 + 94 + 44	634 634 750 744	+ 2 +56 +76 +36 +16	000000000000000000000000000000000000000	+ 2 +56 +76 +36 +16	591 591 600 580 581	+ 2 +58 +72 +39 +16	0 0 0 0	+ 2 +58 +72 +39 +16	730 730 730 730 730	+ 2 +60 +84 +51 +26	0	+ 2 +60 +84 +51 +24
F G H J	1030 1058 1094 1140 1312	+ 18 + 4 + 5 + 10 + 3	$ \begin{array}{r} -3 \\ -4 \\ -5 \\ -10 \\ -16 \end{array} $	$+ 15 \\ 0 \\ 0 \\ - 13$	860 883 869 885 900	93486	- 2 - 3 - 4 - 8 - 16	+ 7 0 -10	572 581 609 592	+ 4 + 2 + 5 0	0 - 2 - 5 - 6	+ 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	700 700 700 700 700	+++++ +++++	- 2 - 2 - 3 - 7 -10	+ 7 0 - 5 - 9
K M N O	1725 1725 1493 1550 1446	+ 2 0 0 0 0 0 0	-20 -43 -84 -81 -75	- 18 - 43 - 84 - 81 - 75	880 988 1050 1106 1296	+ 4 0 0 0 0	-20 -24 -59 -56 -69	$-16 \\ -24 \\ -59 \\ -56 \\ -69$	648 704 743 644 636	0 0 0 0	$ \begin{array}{c} -10 \\ -17 \\ -41 \\ -33 \\ -37 \end{array} $	-10 -17 -41 -33 -37	700 692 625 500 539	000000000000000000000000000000000000000	-12 -16 -35 -28 -27	-12 -16 -35 -28 -27
18 17 16 15 14		• • • • • • • • •		-11 - 10 - 10 - 7 - 6		• • • • • • • • • •	• • • • • • • • • • • • • • • • • • •	-14 -14 -13 -10 -8			· · · · · · · · · · · · · · · · · · ·	-6 -6 -7 -8				- 6 - 7 - 7 - 8
13 12 11 10 9				- 8 + 7 + 13 + 16 + 11				$-10 - 1 + \hat{o} + 10 + 7$		· · · · · · · · · · · · · · · · · · ·		-16 -11 -6 -3			• • • • • • • • • •	-16 -11 -5 -20
87 65 4				+++++++++++++++++++++++++++++++++++++++				+7 + 5 + 6 + 9 + 7 + 6				+ 5 6 7 7 5				+++++++++++++++++++++++++++++++++++++++
2 1		· · · · · · · · · · ·		+ 3 + 1				+ 3 + 1				+ 0 + 5 + 1				+ 0 + 5 + 1
Total.				+ 54				-45				+19				+69
	00	xonto, W	is., No. 1	179	Grand	Rapids,	, Wis., N	o. 180	Wi	nona, Mi	inn., No.	181	Ba	ldwin, W	/is., No.	182
A B C D E	594 594 594 600	+ 2 +58 +70 +40 +16	0 0 0 0	+ 2 +58 +70 +40 +16	1004 1003 1000 1000 1000	+ 2 + 64 + 104 + 84 + 40	0 0 0 0 0	+ 2 + 64 + 104 + 84 + 40	660 660 660 660 656	+ 2 +58 +76 +48 +20	0	+2 +58 +76 +48 +20	1122 1122 1122 1120 1120	+ 2 + 64 + 108 + 102 + 54	0 0 0 0 2	+ 2 + 64 + 108 + 102 + 52
F G H J	600 600 600 600 600	+ 5 + 2 + 3 + 0	- 2 - 3 - 6 - 6	+ 5 0 0 - 6	1000 1000 1000 1000 1000	+ 19 + 8 + 5 9 0	- 2 - 4 - 5 - 9 -12	+ 17 + 4 = 0 = 0 = 12	650 775 931 985 988	+7 +5 +5 +10 0	$ \begin{array}{r} -2 \\ -3 \\ -5 \\ -10 \\ -10 \end{array} $	+5+2000 -10	1100 1100 1100 1100 1100	+ 23 + 10 + + 5 2	- 3 - 4 - 6 -10 -12	+ 20 + 6 - 5 - 10
K L M N O	590 679 688 900	0 0 0	-10 -14 -36 -37 -53	$-10 \\ -14 \\ -36 \\ -37 \\ -53$	975 979 1029 969 1021	0 0 0 0	16 23 56 48 58	- 16 - 23 - 56 - 48 - 58	985 1004 993 1081 1096	0 0 0 0	-16 -24 -56 -50 -59	$-16 \\ -24 \\ -56 \\ -50 \\ -59$	1100 1054 921 1004 1079	0000	-17 -24 -53 -49 -56	- 17 - 24 - 53 - 49 - 56
18 17 16 15 14		· · · · · · · · · · · · · · · · · · ·		1		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	-10 -10 -9 -9 -9		· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • •	-11 -11 -11 -11 -11		· · · · · · · · · · · · · · · · · · ·		$ \begin{array}{r} - 11 \\ - 12 \\ - 11 \\ - 12 \\ - 18 \\ - 18 \\ \end{array} $
13 12 11 10 9			· · · · · · · · · · · · · · · · · · ·	$-17 \\ -11 \\ -7 \\ -5 \\ -1$				- 18 - 12 - 7 - 5 - 2	• • • • • • • • • • •	• • • • • • • • • • • •		-19 -13 -8 -6 -3	0 · · · · · · · · · · · · · · · · · · ·			-21 -15 -11 -9 -5
8765 4	· · · · · · · · · · · · · · · · · · ·			36886 +++++		· · · · · · · · · · · · · · · · · · ·		+ + + + + + + + + + + + + + + + + + +				+ 3 + 6 + 9 + 10 + 6				+ 6 + 9 + 10 + 6
3 2 1 Total		· · · · · · · · · · · · · · · · · · ·		+ 4 + 4 + 1 - 7				+ 4 + 4 + 1 + 52			·····	+4 +4 +1 -65				+ 4 + 4 + 1 + 61

Zone	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	Cum	berland,	Wis., N	0. 183	Cam	bridge, h	finn., No	. 184	Bra	inerd, M	inn., No.	185	Aber	deen, S.	Dak., N	b. 186
A H C D E	1246 1246 1250 1250	+ 2 + 64 +116 +114 + 66	000000000000000000000000000000000000000	+ 2 + 64 + 116 + 114 + 64	994 994 1000	+ 2 + 64 +104 + 84 + 42	0 0 0 0 0 0 0 0 0 0	+ 2 + 64 + 104 + 84 + 40	1205 1205 1210 1314 1200	+ 2 + 64 +116 +108 + 62	0 0 - 2	+ 2 + 64 +116 +108 + 60	1299 1300 1300 1300 1300	+ 2 + 64 + 120 + 120 + 66	0 0 0 - 2	+ 2 + 64 + 120 + 120 + 64
F G H I J	1200 1200 1200 1200 1200	+ 24 + 10 + 6 + 5 + 3	- 4 - 6 -11 -13	+20 +6 -6 -10	1000 1006 1000 1000 1000	+ 20 + 8 + 5 + 9 0	$ \begin{array}{r} -3 \\ -4 \\ -5 \\ -9 \\ -12 \end{array} $	+ 17 + 4 0 = -12	1200 1200 1200 1200 1200	+ 23 + 10 + 12 + 5 + 3	$ \begin{array}{r} -3 \\ -4 \\ -6 \\ -11 \\ -13 \end{array} $	+20 +6 +6 -10	1300 1305 1305 1304 1314	+ 34 + 15 + 6 + 12 0	- 4 - 5 - 6 -12 -16	+ 30 + 10 0 0 - 16
K L M N O	1200 1200 1100 1056 1071	+ 2 0 0	20 29 61 53 58	- 18 - 29 - 61 - 53 - 58	1000 958 971 1050 1100	0 0 0 0	16 24 56 49 57	- 16 - 24 - 56 - 49 - 57	1200 1200 1221 1269 1200	+ 2 0 0 0 0	-20 -29 -68 -65 -70	- 18 - 29 - 68 - 65 - 70	1332 1335 1354 1606 1586	0 0 0 0	-20 -32 -76 -83 -92	20 32 76 83 92
17 16 15 14		• • • • • • • • • • • • • • • • • • • •		$ \begin{array}{c} - 11 \\ - 11 \\ - 12 \\ - 11 \\ - 11 \\ - 11 \end{array} $				$ \begin{array}{r} -11 \\ -11 \\ -12 \\ -13 \\ -13 \\ -13 \end{array} $				$ \begin{array}{r} -12 \\ -12 \\ -12 \\ -12 \\ -13 \\ -13 \\ \end{array} $		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	$ \begin{array}{r} -15 \\ -15 \\ -16 \\ -16 \\ -\$1 \\ \end{array} $
13 12 11 10 9	- · · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •		$ \begin{array}{r} -20 \\ -14 \\ -11 \\ -9 \\ -4 \end{array} $	· · · · · · · · · · · · · · · · · · ·		• • • • • • • • • •	-20 -15 -12 -9 -5			· · · · · · · · · · · ·	-21 -15 -13 -11 -0				34 28 21 21 15 8
87654	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		0 + 6 + 9 + 10 + 6		· · · · · · · · · · ·		+.6 + 9 + 10 + 6			· · · · · · · · · · · · · · · · · · ·	-1 + 5 + 9 + 10 + 6				-3 + -3 +
3 2 1				+ 6 + 4 + 1				± 1				+ 1				+ + + + + + + + + + + + + + + + + + + +
Total.		•••••		+ 77				+ 20				+ 27				- 54
	Fa	ith, S. D	ak., No.	187	Marm	arth, N.	Dak., N	o. 188	Tow	ner, N.	Dak., No	. 189	Cros	sby, N. I	Dak., No.	. 190
ABCDE	2580 2580 2580 2580 2580	+ 2 + 68 +148 +221 +198	- 3 - 6	+ 2 + 68 +148 +218 +192	2696 2700 2700 2700 2700 2700	+ 2 + 68 +148 +225 +201	0000	+ 2 + 68 +148 +222 +196	1479 1479 1479 1480 1500	+ 2 + 64 +124 +140 + 82	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	+ 2 + 64 +124 +138 + 80	1962 1968 1970 1970	+ 2 + 68 +138 +182 +130	00024	+ 2 + 68 +138 +180 +126
FGHI	2600 15003 2500 2565 2525	+108 + 47 + 28 + 25 + 11	$ \begin{array}{r} - 8 \\ - 9 \\ - 12 \\ - 25 \\ - 27 \end{array} $	+100 + 38 + 16 0 - 16	2700 2700 2800 2500	+113 + 58 + 87 + 26 + 10	- 8 - 10 - 13 - 26 - 26	+105 + 48 + 24 0 - 16	1500 1500 1500 1500 1500	+ 39 + 17 + 14 + 14 0	-4 -5 -7 -14 -16	+ 35 + 12 + 7 = 0 = 16	2000 2000 2000 1980 1980	+ 66 + 31 + 16 + 20 + 8	-6 -7 -10 -20 -20	+ 60 + 24 + 6 - 12
K L M O	2500 2417 2356 2589	+ 7 + 8 + 30 0	- 40 - 59 -132 -117 -129	$ \begin{array}{r} - 33 \\ - 53 \\ - 129 \\ - 117 \\ - 129 \\ \end{array} $	2800 3063 11071 3000 2800	+ 10 + 6 + 3 0	- 46 - 73 -188 -158 -135	-36 -67 -180 -155 -135	1500 1500 1629 1775 1721	0 0 0 0	23 36 89 90 95	- 23 - 36 - 89 - 90 - 95	1970 1988 1993 2038 2007	+ 4 + 3 + 2 0 0	$ \begin{array}{r} -30 \\ -45 \\ -112 \\ -104 \\ -100 \end{array} $	-26 -42 -110 -104 -100
18 17 16 11	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		$ \begin{array}{r} - 29 \\ - 29 \\ - 28 \\ - 30 \\ - 31 \end{array} $			· · · · · · · · · · · · · · · · · · ·	- 27 - 27 - 28 - 28 - 29		* * * * * * * * * *		-17 -16 -16 -18 -19		• • • • • • • • • • •		- 20 - 20 - 21 - 22 - 22
13 12 11 10	• • • • • • • • • •	• • • • • • • • • •	• • • • • • • • • •	- 49 - 31 - 27 - 18 - 7				- 55 - 34 - 28 - 19 - 9	• • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	- 36 - 83 - 19 - 17 - 11	• • • • • • • • • • • • • • • • • • •			- 46 - 30 - 24 - 19 - 15
87654	• • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·		$ \begin{array}{c c} - & 1 \\ + & 6 \\ + & 9 \\ + & 10 \\ + & 7 \end{array} $								- 4 + 10 + 10 + 7	• • • • • • • • • • • • • • • • • • • •		· · · · · · · · · · · · · · · · · · ·	- + + + + + + + + + + + + + + + + + + +
3 2 1				+ 48 + 1				+ + + + + + + + + + + + + + + + + + + +				+ *				+ \$ + 1 + 1
Total.				+ 65				- 20				- 44	• • • • • • • • • •			+ 8

	[Topog				Topor			1	Topog				Topog
Zons	Eleva- tion in fast	Topog- raphy	Com- pensa- tion	raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	raphy and com- pensa- tion
	Croo	kston, k	linn., No	o. 191	Po	plar, Mo	nt., No.	192	Mile	s City, N	Iont., No	. 193	Hu	ntley, M	ont., No.	194
AB	854 854	+ 2 +62	0	+2 + 62	1996 2000	+ 2 + 68	0	+ 2 + 68	2355	+ 2 + 68	0	+ 2 + 68	3016 27130	+ 2 + 67	0	+ 2 + 67
C D E	850 850	+92 +69 +30	- 2	+92 +69 +28	1992 1972	+138 +182 +136	- 2 - 4	+138 +180 +132	2355 2357 2375	+142 +207 +169	- 5	+142 +207 +164	3019 3018 2961	+154 +243 +232	- 3	+154 +240 +224
F G III J	850 850 850 888	+12 + 6 + 4 + 8 + 1	- 2 - 3 - 4 - 8 - 9	+10 + 3 = 0 = 0 = 0 = -8	1968 1978 1985 2019 2074	+ 66 + 31 + 16 + 20 + 6	$ \begin{array}{r} - & 6 \\ - & 7 \\ - & 10 \\ - & 20 \\ - & 22 \end{array} $	+ 60 + 24 + 6 0 - 16	2400 2600 2700 2800 2800	+ 84 + 43 + 30 + 12 + 9	$ \begin{array}{r} - 7 \\ - 12 \\ - 16 \\ - 20 \\ - 29 \end{array} $	+ 77 + 31 + 14 - 8 - 20	2990 3029 3075 3120 3200	+132 + 72 + 46 + 24 + 15	$ \begin{array}{r} -10 \\ -12 \\ -16 \\ -27 \\ -33 \end{array} $	+122 + 60 + 30 - 3 - 18
KL	805 925	0	-14 -23	14 23	2105 2204	+ 6 + 5	- 32 - 53	26 48	2825 2879	+ 6 + 6	- 46 - 70	-40 -61	3355 3529	+ 8 + 10	- 47 - 85	- 39 - 75
M N O	950 1056 1229	0	$-56 \\ -53 \\ -69$	56 53 69	2221 2400 2529	0 0 0	$ \begin{array}{c c} -124 \\ -120 \\ -117 \end{array} $	-124 -120 -117	3021 3156 3257	+ 9	-180 -162 -156	-171 -162 -156	3664 3750 4575	+10 0 0	-218 -192 -219	$-208 \\ -192 \\ -219$
18 17				$-12 \\ -12 \\ -13 \\ -13$				-26 -26 -26				-31 -31 -34			•••••	- 48 - 49 - 49
15 14				$-13 \\ -14$				- 28				-36 -37	••••••	•••••	• • • • • • • • • •	- 47 - 44
13 12 11				$ \begin{array}{r} -25 \\ -15 \\ -14 \end{array} $			· · · · · · · · · · · · · · · · · · ·	- 57 - 35 - 28				-64 - 58 - 51			· · · · · · · · · · · · · · · · · · ·	- 73 - 43 - 32
10 9		•••••		-14 - 8				- 20 - 12		• • • • • • • • •		- 20	•••••	•••••		- 19 - 6
8 7 6			•••••••	+ + + + 10			· · · · · · · · · · · · · · · · · · · ·	+ 1 + 5 + 10		••••••		+ 5 + 10				+++9
54	•••••			+10+7			·····	+ 9 + 7				+ 7		• • • • • • • • • •	•••••	+ 9 + 7
3 2 1	• • • • • • • • •			+ 5 + 4 + 1	• • • • • • •			+++++++++++++++++++++++++++++++++++++++				+ 4 4 1		• • • • • • • • •		+ 4 3 1 + 1
Total.				-62				- 87				-204			·	-222
	La	nder, W	yo., No.	195	Fari	bault, M	linn., No	. 196	St. J	lames, M	linn., No	. 197	Edge	mont, S.	Dak., N	10. 198
A B C D	5365 5370 5370 5372 5372	+ 2 + 67 + 164 + 306	0 - 4 - 6	+2 +67 +160 +300	989 989 1000 988	+ 2 + 64 + 103 + 84 + 49	000000000000000000000000000000000000000	+ 2 + 64 +103 + 84	1083 1083 1080 1072	+ 2 + 61 + 108 + 95	000000000000000000000000000000000000000	+ 2 + 64 + 108 + 95	3499 3495 3472 3475	+ 2 + 66 +157 +256	- 1 - 5	+ 2 + 66 +156 +251
F	5400	+308	- 20	+288	1000	+ 18	- 3	+ 15	1075 1082 1070	+ 23	- 3	+ 20	3504 3513	+213	- 10	+205
H I J	5569 5915 6125	+105 +137 + 97 + 58	-32 -43 -66	+105 + 105 + 54 - 8	1062 1075 1103	+ 4 + 8 0	$\begin{vmatrix} -5 \\ -9 \\ -11 \end{vmatrix}$	$\begin{vmatrix} -1 \\ -1 \\ -11 \end{vmatrix}$	1069 1088 1100	+ 4 + 9 + 1	- 4 - 9 - 11	- 10	3578 3640 3725	+ 46 + 45 + 22	- 16 - 30 - 40	+ 30 + 15 - 18
K L M	6470 6875 7279	+ 47 + 22 + 15	-109 -158 -425	-62 -136 -410	1112 1096 1079	0000	-18 - 26 - 59	-18 - 26 - 59	1115 1129 1086	0000	-16 - 27 - 60	-16 -27 -60	3820 3838 4100	+ 15 + 18 + 14	-60 -94 -245	-45 -76 -231
NO	7138 7096	+ 8	-373 -341	-365 341	1050 1021	0	- 53 - 56	- 53 - 56	1156 1225	0	- 57 - 61	-57 - 61	4288	+ 5 + 6	225 208	-220
18 17 16		• • • • • • • • • •	• • • • • • • • • •	-68 - 71 - 71 - 68		- • • • • • • • • • • • • • • • • • • •	•••••	- 11 - 11 - 12 - 12 - 12 - 12 - 12 - 1	******	•••••	* * * * * * * * * *	-12 -12 -12		• • • • • • • • • • • • • • • • • • •	•••••••••••	-41 -41 -41
10 14 12				- 61				- 13				- 14		• • • • • • • • •		- 44
10 11 10				-51 - 37 - 17		••••••		$-\frac{15}{-11}$				- 15 - 13 - 11				-40 - 31 - 30
9				0 + 8			• • • • • • • • • •	- 5				- 6				- 6 + 3
7				+ 7 9 9				+ 8 + 10		*****		+ 6 9 + 10			******	+ 6 9 + 10
4				+ 8				+ 6				+ 6				+ 7 + 4
2				+ 3				+ +				+ 4				+ 3
I				*** 4				+ 1				+ 1				+ 1

Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

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Zone	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	Da	wson, M	inn., No.	199	Col	kato, Mi	nn., No.	200	Wa	ista, S. I	Dak., No.	201	Mo	orcroft, V	Vyo., No	. 202
A H D E	1059 1060 1052 1058 1050	+ 2 + 64 + 106 + 93 + 47		+ 2 + 64 + 106 + 93 + 45	1059 1060 1052 1058 1044	+ 2 + 64 + 106 + 90 + 42		+ 2 + 64 +106 + 90 + 40	2317 2320 2320 2320 2355	+ 2 + 68 +144 +198 +165	0 0 0 0 5	+ 2 + 68 +144 +198 +160	4249 4250 4239 4236 4250	+ 2 + 68 +162 +282 +322	0020	+ 2 + 68 + 160 + 276 + 314
F G H J	1056 1076 1081 1094 1097	+23 + 9 + 6 + 9 + 2	$ \begin{array}{c c} -3 \\ -4 \\ -5 \\ -9 \\ -12 \end{array} $	+20 + 5 + 1 = 0 - 10	1048 1048 1053 1048 1041	+ 23 + + 5 + + 5 + 5 + 5	-3 -4 -5 -9 -11	+20 + 5 + 5 = 0 + 6	2400 2400 2400 2500 2500	+ 88 + 42 + 21 + 18 + 7	$ \begin{array}{r} - & 6 \\ - & 8 \\ - & 11 \\ - & 20 \\ - & 24 \end{array} $	+ 82 + 34 + 10 - 2 - 17	4300 4300 4300 4300 4300	$\begin{array}{r} +222 \\ +120 \\ +72 \\ +70 \\ +40 \end{array}$	-10 -12 -16 -40 -48	+212 +108 + 56 + 30 - 8
KL NO	1102 1129 1300 1331	0 0 0 0	$ \begin{array}{c c} -18 \\ -27 \\ -66 \\ -65 \\ -71 \end{array} $	$ \begin{array}{c c} - 18 \\ - 27 \\ - 66 \\ - 65 \\ - 71 \end{array} $	1040 1042 1036 1044 1121	+ 2 0 0	$-16 \\ -24 \\ -57 \\ -53 \\ -56$	-14 - 24 - 57 - 53 - 56	2500 2600 25%6 2862 3082	+ 5 + 6 + 2 + 2 + 0	$ \begin{array}{c c} - & 40 \\ - & 62 \\ -151 \\ -149 \\ -156 \\ \end{array} $	$ \begin{array}{r} -35 \\ -56 \\ -151 \\ -147 \\ -156 \end{array} $	4320 4521 4657 4588 4321	+ 21 + 20 + 19 + 5 0	-62 -107 -272 -240 -214	- 41 - 87 -253 -235 -214
18 17 16 15 14		• • • • • • • • • • •		$ \begin{array}{r} -13 \\ -12 \\ -13 \\ -14 \\ -16 \\ \end{array} $		· · · · · · · · · · · ·		$ \begin{array}{r} -12 \\ -12 \\ -13 \\ -12 \\ -14 \\ \end{array} $				$ \begin{array}{r} -31 \\ -32 \\ -32 \\ -34 \\ -35 \\ \end{array} $				$ \begin{array}{r} - 44 \\ - 44 \\ - 41 \\ - 45 \\ - 43 \end{array} $
13 12 11 10 9				$ \begin{array}{r} - 87 \\ - 18 \\ - 16 \\ - 15 \\ - 7 \end{array} $	· · · · · · · · · · · · · · · · · · ·			$ \begin{array}{r} -22 \\ -15 \\ -18 \\ -11 \\ -0 \end{array} $				$ \begin{array}{r} -55 \\ -33 \\ -29 \\ -18 \\ -6 \end{array} $				$ \begin{array}{r} - \ 68 \\ - \ 39 \\ - \ 31 \\ - \ 19 \\ - \ 6 \end{array} $
8 7 6 5 4				$ \begin{array}{c} - & \$ \\ + & 6 \\ + & 9 \\ + & 10 \\ + & 6 \end{array} $				-1 + 6 + 9 + 10 + 6	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	+ 1 + 6 + 9 + 10 + 7			· · · · · · · · · · · · · · · · · · ·	+ \$6 ++ 9 ++ 10 + 7
3 2 1				‡ <u>†</u>				+ 4 4 + 1				+ + + + + + + + + + + + + + + + + + + +				+ 4 + 3 + 1
Total				- 32				+ 26				-130				+ 50
	Du	luth, Mi	nn., No.	203)sage, Io	wa, No.	204	Ran	dolph, N	lebr., No	. 205	Vak	entine, N	ebr., No	. 206
	708 705 708 752 806	+ 2 +60 +80 +46 +22	0 0 - 2	+ 2 + 60 + 80 + 46 + 20	1167 1170 1170 1200	+ 2 + 64 +112 +102 + 56	0 0 - 3	+ 3 + 64 +112 +102 + 53	1689 1684 1688 1659 1700	+ 2 + 68 +132 +158 +107	$ \begin{array}{c} 0 \\ 0 \\ -2 \\ -4 \end{array} $	+ 2 + 68 +132 +156 +103	2576 2576 2576 2576 2576 2575	+ 2 + 68 + 148 + 219 + 191	0 0 0 3 - 3 5	+ 2 + 68 +148 +216 +186
F G H J	83.0 871 900 932 0079	+12 + 4 + 2 + 5 + 1	$ \begin{array}{r} -2 \\ -3 \\ -5 \\ -8 \\ -11 \end{array} $	+10 +1 -3 -10	1200 1200 1200 1180 1180 1150	+ 23 + 11 + 7 + 11 + 1 + 1	$ \begin{array}{r} -4 \\ -4 \\ -6 \\ -11 \\ -11 \\ -11 \end{array} $	+ 19 + 7 + 1 = 0 - 10	1700 1700 1700 1700 1631	+ 50 + 18 + 10 + 12 + 5	$ \begin{array}{r} -5 \\ -6 \\ -8 \\ -12 \\ -16 \end{array} $	+ 45 + 12 + 2 0 - 11	2580 1575 2600 2535 2535	+106 + 48 + 32 + 23 + 12	- 8 - 12 - 12 - 23 - 28	+ 98 + 36 + 20 - 16
K L MNO	965 1071 1093 1182 1182	+ 1 0 0 0	-15 -25 -65 -59 -67	- 14 - 25 - 65 - 59 - 67	1130 1142 1129 1056 968	+ 1 + 3 0 0 0	-18 -27 -64 -52 -56	$ \begin{array}{r} - 17 \\ - 24 \\ - 64 \\ - 52 \\ - 56 \\ \end{array} $	1620 1617 1514 1512 1539	+ 4 + 2 + 2 0 0	-25 -39 -88 -79 -86	21 37 86 79 86	2685 2762 2721 2514 2496	+ 11 + + 5 5 3	-44 -66 -157 -139 -125	$ \begin{array}{r} - 33 \\ - 60 \\ - 152 \\ - 134 \\ - 122 \\ \end{array} $
18 17 16 15 14			· · · · · · · · · · · · · · · · · · ·	$ \begin{array}{r} -11 \\ -11 \\ -11 \\ -11 \\ -18 \\ -11 \end{array} $	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · ·	-10 -10 -10 -11 -11 -18				$ \begin{array}{r} -16 \\ -17 \\ -17 \\ -20 \\ -21 \\ \end{array} $		· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • •	25 25 25 28 28 28
11 11 10 9	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 18 - 13 - 11 - 10 - 5	· · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	- 20 - 14 - 11 - 8 - 4	· · · · · · · · · · ·			$ \begin{array}{r} - 36 \\ - 28 \\ - 20 \\ - 14 \\ - 6 \end{array} $	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • •	- 49 - 29 - 17 - 6
B7684	· · · · · · · · · · · · · · · · · · ·			-++++	· · · · · · · · · · · ·		· · · · · · · · · · · ·	+ 8 + + 9 + 10 + 6	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+ 7 + 9 + 10 + 7	· · · · · · · · · · · · · · · · · · ·			+ 8 + 9 + 11 + 7
3 2 1	• • • • • • • • •			+++				+++	• • • • • • • • •			+++				++++
Total				-103				+ 69				+ 53		• • • • • • • •		+ 40

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Zese		Eleva- tion in Inst	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
		Whe	eling, W	. Va., No	. 207	I	.eon, Iow	ra, No. 20	08	L	aurel, M	d., No. 2	09	Ha	rrisburg,	Pa., No.	210
	AHCDE	674 676 676 662 694	+ 2 +59 +78 +48 +18		+ 2 +59 +78 +48 +18	1127 1130 1114 1067 1100	+ 2 + 63 + 108 + 96 + 56	0000	+ 2 + 63 + 108 + 96 + 54	176 180 168 162 173	+2 +36 +16 +3 +1	0 0 0 0	+2 + 36 + 16 + 3 + 1	340 144 344 347 318	+2 +52 +38 +13 +9	0 0 0 0	+2 +52 +38 +13 +9
ļ	FGHIJ	808 873 978 1002 1059	95332 ++++++	- 2 + 3 - 5 - 9 -12	+ 7 + 2 - 2 - 7 -11	1100 1100 1100 1100 1100	+ 24 + 9 + 8 + 6 + 2	$ \begin{array}{r} -3 \\ -4 \\ -5 \\ -9 \\ -11 \end{array} $	+ 21 + 5 + 3 - 3 - 9	206 251 261 262	+ 1	$ \begin{array}{c} -1 \\ -1 \\ -2 \\ -3 \end{array} $	0 - 1 - 2 - 3	333 389 1156 472 542	+1 + 1 + 1 + 1 = 0 = 0	- 1 - 1 - 2 - 6	0 - 1 - 4 - 6
]]]	KLMNO	1070 1112 1100 1013 1196	+ 1 + 2 + 2 0	$-17 \\ -27 \\ -65 \\ -51 \\ -60$	$-16 \\ -25 \\ -63 \\ -51 \\ -60$	1100 1082 1057 1012 943	+ 2 + 2 + 1 0 0	-18 -26 -58 -52 -50	$ \begin{array}{r} -16 \\ -24 \\ -57 \\ -52 \\ -50 \end{array} $	270 265 186 262 413	0 0 0 0	$ \begin{array}{c c} -4 \\ -6 \\ -11 \\ -13 \\ -21 \end{array} $	-4 -6 -11 -13 -21	582 504 686 762 759	00000	- 9 -14 -39 -38 -38	- 9 -14 -39 -38 -38
1 1 1 1 1	18 17 16 15				$-13 \\ -13 \\ -13 \\ -11 \\ -10 $	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • •		$ \begin{array}{r} -9 \\ -9 \\ -9 \\ -10 \\ -11 \end{array} $				-78 -88 			• • • • • • • • • •	$ \begin{array}{r} -10 \\ -10 \\ -9 \\ -7 \\ -4 \end{array} $
1111	3.2.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.				-13 - 3 + 48 + 7				$ \begin{array}{r} - & \$0 \\ - & 13 \\ - & 13 \\ - & 18 \\ - & 6 \end{array} $		· · · · · · · · · · · ·		+ 5 +14 +18 +17 +10	· · · · · · · · · · · ·			+ 3 +11 +14 +14 +14 + 9
	87654				+++++	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+ 8 + 9 + 11 + 7	· · · · · · · · · · · · · · · · · · ·			+12 + 6 + 7 + 6				+18 + 6 + 6 + 7 + 8
	32.		• • • • • • • • •		+ 6 + 3 + 1				+ 5 + 3 + 1				+ 6 + 4 + 1				+ 6 + 4 + 1
Total					-34				+ 73				+73				+24
		Pi	tsburg,	Pa., No.	211	Ro	okville, l	Md., No.	212	Upper	Marlbo	ro, Md., 1	No. 213	F	airíax, V	a., No. 2	14
	ABCDE	772 772 778 777 850	+ 2 +60 +87 +61 +26	0 0 - 1 - 2	+2 +60 +87 +60 +24	422 414 429 425 418	+ 2 +56 +50 +22 + 8	0 0 0 0	+ 2 + 56 + 50 + 22 + 8	38 40 35 32 69	+2 + 12 + 12 + 1 = 0 = 0	0 0 0 0	+ 2 +12 + 1 0 0	378 372 350 361 359	+ 2 +53 +40 +16 +10	0 0 0 - 1	+ 2 + 53 + 40 + 16 + 9
]		805 925 966 990 1031	+13 + 4 + 4 + 4 + 2	- 3 - 3 - 5 - 8 -11	+10 + 1 + 1 - 1 - 4 - 9	401 381 385 372 365	+3 + 1 + 1 + 1 = 0 = 0	- 1 - 2 - 3 - 4	$+ 2 \\ - 1 \\ - 3 \\ - 4$	90 100 121 124	0 0 0 0 0	0 - 1 - 1 - 1	0 - 1 - 1 - 1	352 358 345 302 275	+2+1+1+00	- 1 - 1 - 2 - 2 - 2 - 3	$+ 1 \\ - 1 \\ - 2 \\ - 3$
	KL INO	1050 1075 986 1200 1236	+ 1 0 0 0	-17 -26 -58 -61 -62	-16 -26 -58 -61 -62	368 360 246 342 497		$ \begin{array}{r} -6 \\ -9 \\ -14 \\ -17 \\ -25 \end{array} $		140 61 157 310	0 0 0 0	- 2 - 2 - 3 - 8 - 16	- 2 - 2 - 3 - 8 -16	262 210 278 370	000000000000000000000000000000000000000	- 4 - 5 -16 -19 -26	- 4 - 5 - 16 - 19 - 26
1 1 1 1 1	8 17 16 15 14				$-11 \\ -12 \\ -13 \\ -10 \\ -9$	· · · · · · · · · · · · · · ·		· · · · · · · · · · · ·	- 7 8 8 8 4		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	- 6 - 7 - 8 - 5 - 1				788885
11111				· · · · · · · · · · · · · · · · · · ·	-11 - 1 + 4 + 9 + 7	· · · · · · · · · · · · · · · · · · ·			+ 2 + 12 + 17 + 17 + 11				+ 7 +15 +19 +17 +11	y			0 + 12 + 17 + 17 + 11
	765			· · · · · · · · · · · · · · · · · · ·	+++++			· · · · · · · · · · · · · · · · · · ·	+ 18 + + 6 + + 6				+12 + 6 + 7 + 6		· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	+ 18 6 67 8
Total	2.				$+ \frac{\sigma}{+ 3} + 1 + 5$				+ 6 + 4 + 1 + 133		*******		+ 6 + 4 + 1 +71				+ 6 + 4 + 1 + 1 + 114
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Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

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Zone	Ele- tion in feet	To- pog- ra- phy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Ele- va- tion in feet	To- pog- ra- phy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Ele- va- tion in feet	To- pog- ra- phy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Ele- va- tion in feet	To- pog- phy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion	Ele- va- tion in feet	To- pog- ra- phy	Com- pen- sa- tion	Topog- raphy and com- pensa- tion
	Cris	field, l	Md., N	0. 215	Fred	ericks	ourg, V 216	'a., No.	Do	ver, D	el., No	o. 217	Nort	h Tam No	arack,). 218	Mich.,	Hage	stown	, Md.,	No. 219
AICDE	4 6 4 1 4	+1	000000000000000000000000000000000000000	+ 1	52 60 54 47 47	+2 + 15 + 2 0 0	000000000000000000000000000000000000000	+ 2 +15 + 2 0	38 42 40 38 30	+2 +10 + 1 = 0	000000	+ 2 + 10 + 1 + 1 = 0 = 0	1215 1215 1212 1212 1212 1207	+ 2 + 64 + 114 + 111 + 60	0 0 0 - 1 - 3	+ 2 + 64 +114 +110 + 57	544 551 556 559 559	+ 2 +56 +64 +36 +17	0 0 - 1 - 1	+2 +56 +64 +35 +16
F G H J	2 1 - 4 - 3	00000	0 0 0 0	000000000000000000000000000000000000000	62 98 138 154 169	0000000	$ \begin{array}{c} 0 \\ -1 \\ -1 \\ -2 \end{array} $	0 - 1 - 1 - 2	31 32 28 29 28	0 0 0	0 10 0 0	000000000000000000000000000000000000000	1198 1148 1034 825 743	+ 24 + 8 + 8 + 7 + 1	- 4 - 4 - 5 - 7 - 8	+20 +4 +3 -7	556 560 556 547 553	+ 4 2 1 + + 1 0	- 2 - 2 - 3 - 5 - 6	$+ 2 \\ - 2 \\ - 4 \\ - 6$
K L MNO	-2 -1 -3 -6 -26	0 0 0 0	0 0 0 +1	0 0 0 + 1	168 181 152 197 470	0 0 0 0 0	$ \begin{array}{r} -3 \\ -4 \\ -9 \\ -15 \\ -24 \end{array} $	- 3 - 4 - 9 -15 -24	27 28 27 34 92	0 0 0 0 0	$ \begin{array}{c} -1 \\ -1 \\ -1 \\ -12 \\ -5 \end{array} $	$ \begin{array}{c} - 1 \\ - 1 \\ - 1 \\ - 12 \\ - 5 \end{array} $	659 508 572	0 10 0 0	$ \begin{array}{c} -11 \\ -15 \\ -30 \\ -30 \\ -30 \end{array} $	$ \begin{array}{r} -11 \\ -15 \\ -30 \\ -30 \\ -30 \\ -30 \\ \end{array} $	692 771 807 769 923	0 0 0 0 0	$-11 \\ -18 \\ -47 \\ -40 \\ -46$	-11 -18 -47 -40 -46
19 17 16 15 14				+ 4 + 5 + 8 + 10 + 12				- 5 - 7 - 7 - 4				-2 -2 +1 +3 +6				$ \begin{array}{c} - & 8 \\ - & 10 \\ - & 10 \\ - & 9 \\ - & 9 \\ - & 9 \end{array} $				10 9 9 7 5
13 12 11 10 9				+ 25 + 23 + 23 + 18 + 15				+ 4 +14 +17 +18 +12				+ 13 + 16 + 19 + 18 + 18				-16 -12 -8 -5 -8				-1 +9 +14 +15 +10
8 7 6 5 4				+ 14 + 8 + 7 + 7				+12 + 6 + 8 + 7				+ 14 + 6 + 6 + 6 + 6				+++++++++++++++++++++++++++++++++++++++				+11 + 6 + 6 + 7 + 6
3 2 I				+ 6 + 3 + 1				+ 6 + 3 + 1				+ 8 + 4 + 1				+ 1				+ 6 + 4 + 1
Total.	•••••			+192				+43				+126				+201				+55

Mean elevations and corrections for topography and isostatic compensation, separate zones, for United States stations-Contd.

MEAN ELEVATIONS AND CORRECTIONS FOR TOPOGRAPHY AND ISOSTATIC COMPENSATION FOR SEPARATE ZONES AT SELECTED STATIONS IN EUROPE.

No doubt the Geodetic Survey of Canada will publish the data for the separate zones at stations in that country. The publication of the "Survey of India"^a does not give the effect of topography and compensation for the separate zones in India.

For the purpose of testing the gravity height formula (see pp. 93 to 96) a number of European stations were reduced for topography and compensation by the Hayford method. The depth of compensation used was 113.7 km., the one on which the reduction tables in Special Publication No. 10 are based.

It is believed that the elevations of the topography and the corrections for the separate zones as given in the following table are of sufficient interest and value for the purposes of further investigations to warrant their publication here. As in the preceding table the corrections given in the following table are in units of the fourth decimal place in dynes. Figures printed in italics represent values interpolated from surrounding stations according to methods explained in Special Publication No. 10, pages 58 to 65, or represent values found to be identical with those for a station very close by.

a See Survey of India, Professional Paper No. 15, "The pendulum operations in India and Burma, 1908 to 1913," by Capt. H. J. Couchman, R. E., Deputy Superintendent, Survey of India, Dehra Dun, India, 1915.

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Zoi	20	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy aisi com- pensa- tion
		Stilfser	joch, A Pass),	ustria (No. 1	(Stelvio	Franz	ænhöhe,	Austria,	No. 2	Schnee	koppe, (Jermany	, No. 3	Alter	Bruch, G	ermany,	No. 4
	ABCDE	9055 9050 9080 9100 8845	+ 2 + 70 +164 +342 +509	$ \begin{array}{r} - 4 \\ - 8 \\ - 12 \\ - 16 \end{array} $	+ 2 + 66 +156 +330 +493	7178 7180 7180 7440 7500	+ 2 + 68 + 164 + 313 + 450	$ \begin{array}{r} 0 \\ 0 \\ - 4 \\ - 6 \\ - 16 \end{array} $	+ 2 + 68 + 160 + 307 + 434	5266 5250 5110 4700 4190	+ 2 + 62 +145 +262 +333	0 	+ 2 + 62 +141 +256 +325	3010 3000 2980 2980 2990	+ 2 + 62 +148 +231 +226	00000	+ 2 + 62 +148 +231 +218
	F G H I J	8990 8560 8210 7430 7140	+509 +369 +296 +251 +140	$ \begin{array}{r} - 28 \\ - 30 \\ - 42 \\ - 66 \\ - 74 \\ \end{array} $	+481 +339 +254 +185 + 66	8140 8440 8750 7840 7440	+373 +259 +190 +164 + 90	- 26 - 31 - 45 - 71 - 79	+347 +228 +145 + 93 + 11	4050 3600 3400 2910 2300	+266 + 150 + 98 + 80 + 35	-10 -12 -16 -28 -22	+256 +138 + 82 + 52 + 13	3140 3440 3190 2540 2380	+126 + 61 + 28 + 35 + 20	-10 -12 -16 -22 -24	+116 + 49 + 12 + 13 - 4
	K M N O	7280 7300 5990 4220 2880	+115 + 74 + 60 + 23 = 0	$-121 \\ -174 \\ -339 \\ -222 \\ -140$	-6 -100 -279 -199 -140	7130 7220 5990 4220 2880	+ 77 + 52 + 45 + 23 II	-118 -172 -343 -223 -140	$- 41 \\ -120 \\ -298 \\ -200 \\ -140$	2070 1860 1150 840 880	+ 16 + 11 + 14 0	- 20 - 38 - 63 - 44 - 51	- 4 - 27 - 49 - 44 - 51	1100 1700 1130 860 900	+ 9 + 13 0 0	$-21 \\ -34 \\ -65 \\ -45 \\ -51$	-12 -34 -52 -45 -51
	18 17 16 15 14		• • • • • • • • • • • • • • • • • • •		27 26 28 28 21	· · · · · · · · · · · ·		· · · · · · · · · · · · · ·	- 27 - 26 - 26 - 26 - 21				+++++	• • • • • • • • • •			
	13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·	* * * * * * * * *	· · · · · · · · · · · ·				· · · · · · · · · · · ·	-20 -4 +1 0				-20 -12 -8 -4 +2	• • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·		- 20 - 12 - 8 - 4 + 3
	8 7654		• • • • • • • • • • • • • • • • • • •		+ 6 + 4 + 2 + 3 + 3			· · · · · · · · · · · ·	+++ 203			· · · · · · · · · · · · · · · · · · ·	+++++++++++++++++++++++++++++++++++++++	• • • • • • • • •		· · · · · · · · · · · · · · · · · · ·	++++++
4	32				+ 5 + 5 + 1		•••••	• • • • • • • • • •	+ 5 + 5 + 1		•••••		+ 5 + 5 + 1			• • • • • • • • •	+ 5 5 + 1
To	tal	Bro	sken. Ge	rmany, l	+ 1525	Scharf	enstein,	Germany	+873	Nay	e. Switz	erland, F	+ 1090	Villene	uve, Swi	tzerland	+ 597
		3740 3740 3700 3560 3240	+ 2 + 68 +154 +258 +278	0 - 6 - 8	+ 2 + 68 +154 +252 +270	2044 2020 1990 2025 2050	+ 2 + 61 +133 +181 +143	0 0 0 0 0 0 0 0 0 0	+ 2 + 61 + 133 + 181 + 136	6530 6430 5920 5410	+ 2 + 59 +157 +257 +385	$ \begin{array}{c} 0 \\ - 4 \\ - 6 \\ - 11 \end{array} $	+ 2 + 59 +153 +251 +374	1230 1250 1250 1200 1270	+ 2 + 62 +111 +109 + 55	00000	+ 2 + 62 +111 +109 + 55
	F G H I J	2876 2450 2310 1980 1580	+167 + 85 + 49 + 52 + 21	$ \begin{array}{r} - 10 \\ - 12 \\ - 16 \\ - 20 \\ - 16 \\ - 16 \end{array} $	+157 + 73 + 33 + 32 + 5	2078 2090 2100 1780 1460	+70 +33 +18 +18 -1		+ 62 + 24 + 24 + 2 + 4 - 16	4710 4300 4100 3820 3390	+319 +201 +140 +111 + 56	-15 -16 -22 -30 -35	+304 +185 +118 + 81 + 21	1720 2360 2830 3180 3420	+ 19 - 10 - 14 - 22 - 3	- 4 - 7 - 16 - 25 - 35	+ 15 - 17 - 30 - 47 - 38
	KLMNO	1170 900 660 000	0 + 5 0	$ \begin{array}{r} -10 \\ -18 \\ -35 \\ -31 \end{array} $	-10 - 18 - 30 - 31	1170 900 660	0 0 0 0	-13 -18 -35	-13 -18 -35	3950 4310 4710	+ 55 + 38 + 30	-64 -102 -273	-9 -64 -243 -952	3730 4290 4310 50×0	-19 -15 -14 + 1	-57 -95 -251 -272	- 78 110 265 271
	~	700	0	38	- 38	700	Ō	- 38	-31 - 38	2700	+ 17	-209	-139	2700	0	-139	-139
	18 17 16 15 14	700	0	38	$ \begin{array}{r} -38 \\ -6 \\ -7 \\ -7 \\ -7 \\ -7 \\ -7 \\ -7 \\ \end{array} $	700	0	- 38	-31 - 38 - 6 - 7 - 6 - 7	2700	+ 17	-209 -139	$ \begin{array}{r} -252 \\ -139 \\ -25 \\ -24 \\ -25 \\ -21 \\ -16 \end{array} $	2700	0	-139	- 139 - 25 - 24 - 25 - 21 - 16
	18 17 16 15 14 13 12 11 10 9			38	$ \begin{array}{r} -38 \\ -66 \\ -7 \\ -87 \\ -18 \\$	700	0	- 38	$\begin{array}{r} - 31 \\ - 38 \\ - 6 \\ - 7 \\ - 6 \\ - 7 \\ - 13 \\ - 15 \\ - 6 \\ - 3 \\ + 3 \end{array}$	2700	+ 17	-209 -139	$ \begin{array}{r} -139 \\ -25 \\ -24 \\ -25 \\ -21 \\ -16 \\ -18 \\ -6 \\ +1 \\ +2 \\ \end{array} $	2700	0	-139	$ \begin{array}{r} -139 \\ -26 \\ -24 \\ -25 \\ -21 \\ -16 \\ -18 \\ -6 \\ +1 \\ +2 \\ \end{array} $
	18 17 16 15 14 13 12 11 10 9 8 7 6 5 4	700	0	38	$\begin{array}{c} -38 \\ -8 \\ -7 \\ -7 \\ -7 \\ -7 \\ -7 \\ -7 \\ -$	700	0	- 38	$\begin{array}{c} 1 \\ -338 \\ -1 \\ -1 \\ -1 \\ -1 \\ -1 \\ -1 \\ -1 \\ -$	2700 			$\begin{array}{c} -139 \\ -239 \\ -25 \\ -24 \\ -25 \\ -25 \\ -21 \\ -16 \\ -18 \\ -16 \\ +11 \\ +2 \\ +5 \\ +4 \\ +3 \\ +3 \\ \end{array}$	2700	0	-139	$\begin{array}{r} -139 \\ -25 \\ -25 \\ -21 \\ -16 \\ -16 \\ +11 \\ +2 \\ +5 \\ +4 \\ +3 \end{array}$
	18 17 16 15 14 13 12 11 11 10 9 8 7 6 5 4 3 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	200		38	$ \begin{array}{c} -38 \\ -66 \\ -77 \\ +135 \\ -65 \\ +44 \\ +870 \\ +870 \\ \end{array} $	700	0	- 38 	$\begin{array}{c} -338 \\ -338 \\ -338 \\ -238 \\ -238 \\ -3$	2700 		-209	$\begin{array}{c} -139 \\ -26 $	2700		-139	$\begin{array}{c} -139 \\ -255 \\ -245 \\ -2245 \\ -211 \\ -16 \\ +11 \\ +2 \\ +56 \\ ++11 \\ ++3 \\ ++6 \\ ++11 \\ ++5 \\ ++6 \\ ++11 \\ ++6 \\ ++11 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ ++7 \\ ++6 \\ ++11 \\ ++7 \\ $

Mean elevations and corrections for topography and isostatic compensation, separate zones, for selected stations in Europe.

Mean elevations and corrections for topography and isostatic compensation, separate zones, for selected stations in Europe— Continued.

Zone	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion	Eleva- tion in feet	Topog- raphy	Com- pensa- tion	Topog- raphy and com- pensa- tion
	Chaum	iont, Swi	zerland	, No. 9	Neuent	châtel)	itzerland No. 10	I (Neu-	Gorner	grat, Swi	tzerland	, No. 11	Riffelb	erg, Swit	zerland,	No. 12
	3340 3350 3330 3270 3080	+ 2 + 58 +146 +241 +243	0 0 - 5 - 8	+ 2 + 58 +146 +236 +235	1600 1570 1540 1530 1640	+ 2 + 61 +122 +148 + 86	0 0 0 0 0 0 0 0	+ 2 + 61 +122 +148 + 84	· · · · · · · · · · · · · · · · · · ·	+ 2 + 68 + 164 + 323 + 504	$ \begin{array}{r} 0 \\ - & 4 \\ - & 4 \\ - & 12 \\ - & 17 \end{array} $	+ 2 + 64 +160 +311 +487	8420 8400 8340 5250 8100	+ 2 + 60 +156 +326 +480	0 - 4 - 9 - 16	+ 2 + 60 +152 +317 +464
F G H J	2580 2180 2060 2310 2540	+144 + 64 + 35 + 40 + 22	- 8 - 8 - 15 - 22 - 30	+136 + 56 + 20 + 18 - 8	1810 1970 1840 1960 2430	+ 38 + 16 + 11 + 7 + 5	-4 -6 -12 -17 -27	+ 34 + 10 - 1 - 10 - 22		+538 +402 +333 +306 +180	- 30 - 31 - 44 - 94 -107	+508 +371 +289 +212 + 73	7590 7980 9940 10 390	+457 +336 +269 +216 +121	- 23 - 30 - 45 - 88 -108	+434 +306 +224 +128 + 13
K L M N O	2510 2500 2160 3120 2960	+ 14 + 1 + 6 + 10 + 10 = 0	-36 -61 -162 -170 -150	-22 -60 -156 -160 -150	2480 2520 2760 3120 2960	-10 + 2 + 2 + 4 5	$ \begin{array}{r} - 35 \\ - 63 \\ -162 \\ -166 \\ -150 \end{array} $	- 45 - 61 -160 -162 -150		+137 + 80 + 82 + 26 + 2	-146 -177 -328 -243 -162	- 9 - 97 -246 -217 -160	8730 7410 5770 4550 2920	+105 + 65 + 63 + 25 0	146 175 339 244 142	- 41 110 276 219 142
18 17 16 15 14	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	- 24 - 24 - 22 - 20 - 21			· · · · · · · · · · · · ·	- 24 - 24 - 28 - 20 - 21	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	$ \begin{array}{r} -32 \\ -31 \\ -23 \\ -17 \\ -11 \end{array} $				- 32 - 31 - 23 - 17 - 11
13 12 11 10 9	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	- 23 - 6 + 4 + 2 + 1	• • • • • • • • • • • • • • • • • • •		· · · · · · · · · · · · ·	-23 - 6 + 4 + 2 + 1			· · · · · · · · · · · · · · · · · · ·	-11 - 6 + 8 - 1 + 3	· · · · · · · · · · · · · · · · · · ·			-11 - 6 + 5 + 5 + 1 + 5
8 76 5 4		· · · · · · · · · · · ·		+++++	• • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · ·	+++++++++++++++++++++++++++++++++++++++	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	+++++	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		+++++
2 I Total				+ 4 + 5 + 1 +246				+ 4 + 5 + 1 -255	· · · · · · · · · · · · · · · · · · ·			+ 4 + 5 + 1 + 1653			· · · · · · · · · · · · · · · · · · ·	$+ \frac{4}{5}$ + 1 +1217
	Zerma	l att, Swit:	verland,	No. 13	Belal	p, Switz	erland, I	No. 14	Brig	i , Swi tze	rland, N	0. 15	Eggish	orn, Swi	tzerland,	No. 16
	5260 5260 5280 5490 6230	$\begin{array}{r} + 2 \\ + 68 \\ + 164 \\ + 296 \\ + 346 \end{array}$	0 - 4 - 6 - 14	+ 2 + 68 +160 +290 +332	6995 6770 6530 6310	+ 2 + 52 +142 +289 +421	$ \begin{array}{r} 0 \\ 0 \\ - 4 \\ - 6 \\ - 13 \end{array} $	+ 2 + 52 + 138 + 283 + 408	2240 2250 2270 2440 2680	+ 2 + 64 +139 +189 +149	000000000000000000000000000000000000000	+ 2 + 64 +139 +189 +141	7180 7130 7010 6900 5900	+ 2 + 54 +145 +293 +442	0 - 4 - 6 - 15	+ 2 + 54 +141 +287 +427
F G H J	7910 8700 9380 10 500	$ \begin{array}{r} +233 \\ +116 \\ +60 \\ +25 \\ +6 \\ \end{array} $	-21 -28 -43 -81 -111	+212 + 88 + 17 - 56 -105	6530 6710 6810 6990 6990	+388 +262 +175 +137 + 86	- 29 - 25 - 32 - 60 - 74	+368 +237 +143 + 77 + 12	3070 4030 5100 6250 6900	+72 +17 -24 -56 -34	$ \begin{array}{r} - 10 \\ - 14 \\ - 25 \\ - 52 \\ - 75 \\ \end{array} $	+62 + 3 - 49 -108 -109	6590 6070 6240 7120 8030	+371 +247 +190 +162 + 84	- 20 - 20 - 31 - 62 - 86	+351 +227 +159 +100 - 2
KLMN NO	8860 7720 6220 4770 2920	+25 + 19 + 22 + 9 0	149 182 343 246 142	$-124 \\ -163 \\ -321 \\ -237 \\ -142$	7480 6900 5820 4250 3210	+ 68 + 51 + 40 + 24 0	$\begin{array}{r} -125 \\ -162 \\ -340 \\ -230 \\ -157 \end{array}$	$ \begin{array}{r} -57 \\ -111 \\ -300 \\ -206 \\ -157 \end{array} $	7170 7290 5860 4250 3210	$ \begin{array}{r} -33 \\ -29 \\ -15 \\ +8 \\ 0 \end{array} $	$ \begin{array}{r} -119 \\ -169 \\ -343 \\ -226 \\ -157 \\ \end{array} $	-152 -198 -358 -218 -157	8140 6210 5370 4060 3330	+ 68 + 45 + 45 + 20 = 0	$-136 \\ -140 \\ -317 \\ -218 \\ -159$	- 68 - 95 -272 -198 -159
18 17 16 15 14				$ \begin{array}{r} - 32 \\ - 31 \\ - 23 \\ - 17 \\ - 11 \end{array} $	• • • • • • • • • • •			$ \begin{array}{r} - 26 \\ - 25 \\ - 22 \\ - 90 \\ - 14 \end{array} $				$ \begin{array}{r} - 26 \\ - 25 \\ - 22 \\ - 20 \\ - 14 \end{array} $				- 28 - 25 - 22 - 20 - 14
13 12 11 10 9				-11 -6 +3 -1 +3	• • • • • • • • •	• • • • • • • • •		$ \begin{array}{c c} - 16 \\ - 7 \\ + 1 \\ + 1 \\ + 1 \end{array} $				$ \begin{array}{r} -16 \\ -7 \\ +1 \\ +1 \\ +1 \\ +1 \end{array} $	· · · · · · · · · · · ·			-16 -7 +1 +1 +1
8765				+++++	· · · · · · · · · · · · · · · · · · ·			+++++				+++++	• • • • • • • • •			+++++++++++++++++++++++++++++++++++++++
3 I Total				+ 4 + 5 + 1 - 74	••••••			+ 4 + 5 + 1 + 791				+ 4 + 5 + 1 -847				+ 4 + 5 + 1 +850

Mean elevations and corrections for topography and isostatic compensation, separate zones, for selected stations in Europe-Con.

Zon	6	Eleva- tion in feet	Topog- raphy	Com-	Topog- raphy and compen- matirm
		Fie	sch, Switze	rland, No.	. 17.
	ABCDE	3440 3510 3510 3640 4020	+ 2 + 50 + 153 + 253 + 248	0 0 - 6 - 8	+ 2 + 50 +153 +247 +240
	F G H J	4640 5220 6070 6850 8020	+132 + 55 + 12 - 8 - 16	- 13 - 18 - 32 - 58 - 85	+119 + 37 - 20 - 66 - 101
	K L M N O	7920 6370 5370 4060 3330	$ \begin{array}{r} -20 \\ +5 \\ -4 \\ +7 \\ 0 \end{array} $	-132 -149 -318 -221 -159	$-152 \\ -144 \\ -322 \\ -214 \\ -159$
	18 17 16 15 14				- 28 - 25 - 22 - 20 - 14
	13 12 11 10 9				$ \begin{array}{r} -16 \\ -7 \\ +1 \\ +1 \\ +1 \\ +1 \end{array} $
	87 65 4				+++++
	1 2 1				+ 4 + 5 + 1
Tota	d				-428

PRINCIPAL FACTS FOR 219 STATIONS IN THE UNITED STATES.

The names of the observers, with the dates on which the observations were made, are given with the summaries of observations at the gravity stations, on pages 144 to 176.

Since the preceding report on gravity investigations (Special Publication No. 12, 1912) 94 stations have been established in the United States. At all of these stations the Mendenhall half-second pendulums were used. A description of the apparatus and of the method of determining the period of the pendulums is given in Appendix 5, Report for 1901, by G. R. Putnam, and in Appendix 1, Report for 1894. Since 1909 the flexure of the pendulum case and pier has been determined by means of the interferometer, designed and made by E. G. Fischer, chief of the instrument section of the United States Coast and Geodetic Survey. This instrument and its use are described by W. H. Burger in Appendix 6 of the Report for 1910.

Previous to 1913 the chronometer rates were determined by local observations on the stars with a portable astronomical transit. Since that date the rates of the chronometers have been determined from time transmitted by noon signals sent from the Naval Observatory at Washington over the wires of the Western Union Telegraph Company and the Postal Telegraph Company. As only the rates were required, and not the chronometer corrections, the effect of transmission time was eliminated, as it proved to be nearly the same for each day at any one station. Before making use of the Naval Observatory time it was carefully tested at the base station at the Survey office. It was also tested on the field by reoccupying four stations. The tests proved entirely satisfactory, as the results agreed closely with those previously obtained when the chronometers were rated by star observations.

An improvement was made by having a thick felt-and-leather cover for the pendulum case. This made the temperature in the case much more uniform, and no doubt added to the accuracy of the results. This covering is shown in figures 3 and 4.



FIG. 1.--ORIGINAL FORM OF THE MENDENHALL HALF-SECOND PENDULUM APPARATUS.

Special Publication No. 40.

Special Publication No. 40.



FIG. 2.—MENDENHALL HALF-SECOND PENDULUMS AS ORIGINALLY CONSTRUCTED WITH KNIFE-EDGE ATTACHED TO HEAD OF PENDULUM AND DIVIDED INTO TWO PARTS.





FIG. 3.--PRESENT PENDULUM APPARATUS SHOWING VERTICAL FORM OF TELESCOPE, ELECTRIC ILLUMINATION FOR OBSERVING SLIT, AND THE FELT-AND-LEATHER CASE FOR CONTROLLING THE TEMPERATURE.

Special Publication No. 40.



FIG. 4.--FELT-AND-LEATHER CASE FOR TEMPERATURE CONTROL PARTLY REMOVED FROM PENDULUM RECEIVER.

Another improvement was made by changing the telescope of the flash apparatus to the vertical instead of the horizontal position, as formerly, by the use of a prism. (See fig. 3.) With the telescope vertical the observer is able to work with greater comfort, as the case is always mounted only a few inches above the floor of the room in which observations are made.

During the work at the 94 recent stations, only one of the six pendulums used gave trouble. This was pendulum No. B4. The trouble was eliminated by strengthening the connection between the stem and bob by an additional rivet.

In most cases three pendulums were used at each station. Each pendulum was swung for three periods of approximately eight hours each between two consecutive noon time-signals. The exceptions to this general rule occurred when in Mr. Powell's work on the field in the spring of 1915 pendulum No. B4 showed great irregularities. He continued that season with the other two pendulums of the set. He swung one of the pendulums for two days, or six periods of eight hours each, and the other for three such periods, making nine periods in all, the number ordinarily obtained when using three pendulums.

The pendulums were standardized at the Coast and Geodetic Survey office at Washington between each two seasons. The results of the standardizations are given on page 141.

Complete computations have been made for 219 gravity stations in the United States by three methods of reduction and the results are shown in the following table.

The theoretical value in dynes of gravity at sea level was computed by Helmert's formula of 1901 for the Potsdam system, namely:

$\gamma_0 = 978.030 \ (1 + 0.005302 \ \sin^2 \phi - 0.000007 \ \sin^2 2\phi)$

The correction in dynes for elevation of station was computed by the formula -0.0003086H, in which H is the elevation in meters. It should be carefully noted that with the sign as given this is the reduction from sea level to the station, a correction to the theoretical value not to the observed value. This correction takes account of the increased distance of the station from the attracting mass, as if the station were in the air and there were no irregularities in the earth's surface (or topography).

The corrections for topography and compensation by the Hayford method were computed with the reduction tables shown on pages 30 to 47 of Special Publication No. 10, and the resultant effect was applied as a correction to the theoretical value at sea level.

These corrections are often applied to the observed values and the results are compared with the theoretical value of gravity at sea level. The method employed in this publication and in Special Publications Nos. 10 and 12 appears to be the more logical one.

The computed value of gravity, g_o , at the station is the theoretical value of gravity at sea level, γ_0 , corrected for elevation and for topography and compensation. It is therefore directly comparable with g, the observed value of gravity at the station. The column $g-g_o$, therefore, represents the departures of the observed values from computed values based upon the Helmert formula of 1901, upon the usual reduction for elevation, and upon the Hayford reductions that take account of topography and compensation.

All observed values, g, in the following table depend upon relative determinations with the half-second pendulums and are based on 980.112 dynes as the value of gravity at the Coast and Geodetic Survey office at Washington. This value depends upon the absolute determination of the value of gravity at Potsdam,^a Germany, and upon the adjustment of the net of base stations throughout the world. (See pp. 25 and 244 of third volume, by Dr. E. Borrass in 1911, of the Report of the Sixteenth General Conference of the International Geodetic Association at London and Cambridge in 1909.) The observations used in the adjustment to connect Washington with stations in Europe were made by G. R. Putnam in 1900.^b

a Bestimmung der absoluten Grösse der Schwerkraft zu Potsdam mit Reversionspendeln, von Prof. F. Kühnen und Prof. Dr. Ph. Furtwängler, p. 390.

^b Determination of Relative Value of Gravity in Europe and the United States in 1900, G. R. Putnam, Appendix 5, Coast and Geodetic Survey Report, 1901, pp. 354-355.

Principal facts for 219 gravity stations in the United States.

	Number and name of station	Lati	itude ø	Long	itude	Eleva- tion H	Theo- retical gravity γ _o	Correc- tion for eleva- tion	Correc- tion for topogra- phy and compen- sation	Com- puted gravity at sta- tion ge	Observed gravity at sta- tion g	9-9•
1. 2. 3. 4. 5.	Key West, Fla West Palm Beach, Fla Punta Gorda, Fla. Apalachicola, Fla. New Orleans, La	• 24 26 26 29 29	, 33.6 42.8 56.2 43.5 57.0	* 81 80 82 84 90	, 48, 4 02, 8 03 58, 8 04, 2	Meters 1 2 1 1 2 2	Dynes. 979.073 979.073 979.300 979.317	Dynes. 0.000 001 .000 001 001	Dynes. +0.035 + .031 + .020 + .015 + .013	Dynes. 978.957 879.005 979.005 979.314 979.314	Dynes. 978.970 978.129 979.127 979.322 979.324	Dynes. +0.013 +.026 +.018 +.008 005
6. 7. 8. 9.	Rayville, La Galveston, Tex Point Isabel, Tex. Laredo, Tex. Austin, Tex. (capitol)	32 29 26 27 30	28 18.2 04.7 30.5 16.5	91 94 97 99 99	45 47.5 12.4 31.2 44.3	26 3 129 170	979. 519 979. 267 979. 028 979. 131 979. 343	008 001 002 040 052	+.008 +.007 +.015 +.003 003	979.519 979.273 979.041 975.041 975.041	979.543 979.272 979.076 979.022 979.023	$\begin{array}{r} + .024 \\001 \\ + .035 \\012 \\ .000 \end{array}$
11. 12. 13. 14. 15.	Austin, Tex. (university) McAlester, Okla Little Rock, Ark. Columbia, Tenn Atlanta, Ga	30 34 34 35 33	17. 2 56. 2 45. 0 36. 7 45. 0	97 95 92 87 84	44.2 46.2 16.4 02.5 23.3	189 240 89 207 324	979. 344 979. 725 979. 709 979. 783 979. 625	058 074 027 064 100	$\begin{array}{c}001 \\ + .001 \\ + .001 \\ + .006 \\ + .014 \end{array}$	979. 285 979. 652 979. 683 979. 725 979. 539	979. 283 979. 783 979. 721 979. 759 979. 524	$\begin{array}{c}002 \\019 \\ + .038 \\ + .034 \\015 \end{array}$
16. 17. 18. 19. 20.	McCormick, S. C. Charleston, S. C. Beaufort, N. C. Charlottesville, Va Deer Park, Md	33 32 34 39 39	54.8 47.2 43.1 02.0 25.0	82 79 76 78 79	18.0 56.0 89.8 30.3 19.8	163 6 1 166 770	979, 639 979, 545 979, 706 979, 992 980, 114	$ \begin{array}{r}050 \\002 \\ .000 \\051 \\238 \end{array} $	$\begin{array}{c} + .012 \\ + .016 \\ + .036 \\ + .002 \\ + .041 \end{array}$	979. 601 979. 559 979. 742 979. 943 979. 917	979. 624 979. 546 979. 729 979. 938 979. 938	+ .023 013 013 005 + .019
21. 22. 23. 24. 25.	Washington, D. C. (Coast and Geodetic Survey Office). Washington, D. C. (Smithsonian Institution). Baitimore, Md. Philadelphia, Pa. Princeton, N. J.	38 38 39 39 40	53.2 53.3 17.8 57.1 21.0	77 77 76 75 74	00.5 01.5 37.3 11.7 39.5	14 10 30 16 64	990.067 980.067 980.103 980.162 980.196	004 003 009 005 020	+.004 +.003 +.006 +.009 +.013	980, 067 980, 067 980, 100 980, 166 980, 189	980. 112 980. 114 980. 097 980. 196 180. 178	+ .045 + .047 003 + .030 011
26. 27. 28. 29. 30.	Hoboken, N. J New York, N. Y Worcester, Mass. Boston, Mass. Cambridge, Mass.	40 40 42 42 42	44 48.5 16.5 21.6 22.8	74 73 71 71 71	02 57.7 48.5 03.8 07.8	11 38 170 22 14	980, 232 980, 238 980, 370 980, 377 980, 379	003 012 052 007 004	+.008 +.011 +.018 +.013 +.010	980, 237 980, 237 980, 336 980, 383 980, 385	1880, 209 980, 207 980, 324 990, 396 980, 396	$\begin{array}{c} + .032 \\ + .030 \\012 \\ + .013 \\ + .013 \end{array}$
31. 32. 33. 34. 35.	Calais, Me Ithaca, N. Y Cleveland, Obio. Cincinnati, Ohio. Terre Haute, Ind.	45 42 41 39 39	11. 2 27. 1 30. 4 08. 3 28. 7	67 76 81 84 87	16. 9 29. 0 36. 6 25. 3 23. 8	38 247 210 245 151	930. 633 930. 386 980. 301 980. 089 980. 119	012 076 065 076 047	+.010 +.005 .000 +.002 +.001	980, 631 980, 315 980, 236 980, 015 980, 073	980. 631 980. 300 980. 241 980. 074 980. 072	018 + .008 011 001
36. 37. 38. 39. 40.	Chicago, Ill. Madison, Wis St. Louis, Mo. Kansas City, Mo. Ellsworth, Kans.	41 43 38 39 38	47. 4 04. 6 38. 0 05. 8 43. 7	87 89 90 94 98	36. 1 24. 0 12. 2 35. 4 13. 5	182 270 154 278 469	980. 326 980. 442 980. 045 980. 085 980. 053	056 083 048 086 145	$\begin{array}{c} + .007 \\ + .003 \\ + .001 \\001 \\004 \end{array}$	980, 277 980, 362 970, 988 979, 998 979, 904	980, 278 980, 205 986, 001 979, 990 979, 926	$\begin{array}{c} + .001 \\ + .003 \\ + .003 \\003 \\ + .024 \end{array}$
41. 42. 43. 44. 45.	Wallace, Kans Colorado Springs, Colo Pikes Peak, Colo Denver, Colo Gunnison, Colo	38 38 38 39 38	54. 7 50. 7 50. 3 40. 6 32. 6	101 104 105 104 106	35.4 49.0 02.0 56.9 56.0	1005 1841 4293 1638 2340	980.069 990.064 051.63 980.137 980.037	$ \begin{array}{r}310 \\568 \\ -1.325 \\505 \\722 \end{array} $	$\begin{array}{c c} . 000 \\007 \\ + .187 \\015 \\001 \end{array}$	979.759 970.459 978.025 979.617 979.314	979.755 979.990 978.954 979.609 979.342	$ \begin{array}{c}00 \\ + .00 \\ + .02 \\00 \\ + .02 \\ \end{array} $
46. 47. 48. 49. 50.	Grand Junction, Colo Green River, Utah. Pleasant Valley Junction, Utah Salt Lake City, Utah. Grand Canyon, Wyo	39 38 39 40 44	04.2 59.4 50.8 46.1 43.3	108 110 111 111 111	33. 9 09. 9 00. 8 53. 8 29. 7	1398 1243 2191 1322 2386	980, 083 980, 076 980, 152 980, 234 980, 591	431 384 6#6 408 736	$ \begin{array}{c c}051 \\043 \\ + .024 \\041 \\ + .038 \end{array} $	979, 801 979, 049 979, 500 979, 785 979, 893	979. 638 979. 636 979. 512 979. 803 979. 899	$\begin{array}{c} + .033 \\013 \\ + .013 \\ + .013 \\ + .004 \\ + .004 \end{array}$
51. 52. 53. 54. 55.	Norris Geyser Basin, Wyo Lower Geyser Basin, Wyo Seattle, Wash. (university). San Francisco, Cal Mount Hamilton, Cal	44 44 47 37 37	44. 2 33. 4 39. 6 47. 5 20. 4	110 110 122 122 121	42. 0 48. 1 18. 3 25. 7 38. 6	2276 2200 114 1282	980, 582 980, 576 980, 856 979, 970 979, 931	702 679 018 035 396	$\begin{array}{r} + .031 \\ + .028 \\020 \\ + .045 \\ + .120 \end{array}$	979.921 979.925 984.813 979.981 979.655	979.950 979.932 980.783 973.964 973.000	$\begin{array}{c} + .02 \\ + .00 \\08 \\01 \\ + .00 \end{array}$
56 57 58 59 60	Seattle, Wash. (high school) Iron River, Mich. Ely, Minn. Pembina, N. Dak. Mitchell, S. Dak.	47 46 47 48 48 43	36.5 05.4 48.6 58.1 41.8	122 88 92 97 98	19.8 38.4 01.0 14.9 01.8	74 458 448 243 408	980, 851 980, 714 980, 870 980, 974 980, 498	023 141 138 075 126	$\begin{array}{c c}018 \\ + .014 \\ + .008 \\009 \\006 \end{array}$	980, 810 980, 587 984, 740 984, 830 984, 830	980, 725 980, 633 980, 771 980, 917 980, 375	$ \begin{array}{c}08 \\ +.04 \\ +.03 \\ +.02 \\ +.00 \\ \end{array} $
61 62 63 64 65	Sweetwater, Tex. Kerrville, Tex. El Paso, Tex. Nogales, Ariz. Yuma, Ariz.	32 30 31 31 31	28.4 01.3 46.3 21.3 43.3	100 99 106 110 114	24. 1 07. 6 29. 0 56. 6 37. 0	655 498 1146 1181 54	979, 519 979, 323 979, 482 979, 482 979, 539	202 154 354 364 017	$\begin{array}{c} + .009 \\ + .013 \\ + .001 \\ + .038 \\010 \end{array}$	979.328 979.182 979.109 979.103 979.512	979.305 979.221 979.124 979.001 979.629	$ \begin{array}{c}02 \\ + .03 \\ + .01 \\04 \\ + .01 \\ + .01 \end{array} $
66 67 68 69 70	Compton, Cal. Goldfield, Nev. Yavapai, Ariz. Grand Canyon, Ariz. Gallup, N. Mex.	. 33 . 37 . 36 . 36	53.4 42.2 03.9 05.3 05.3 31.8	118 117 112 112 109	13.2 14.5 07.1 06.8 44.2	20 1716 2179 849 1990	979, 535 979, 963 979, 821 979, 828 979, 775	008 529 672 262 614	$\begin{array}{r} .000 \\ + .027 \\ + .034 \\096 \\ + .014 \end{array}$	979. 830 979. 461 979. 153 979. 455 979. 175	979.588 979.456 979.193 979.463 979.170	04 00 + .00 00
71 72 73 74 75	Las Vegas, N. Mex. Shamrock, Tex. Denison, Tex. Minnespolis, Minn. Leed, S. Dak.	- 38 - 38 - 44 - 44	5 35.8 5 12.8 6 45.3 4 58.7 1 21.1	108 100 96 93 108	12.1 11.4 32.8 13.9 45.6	1960 708 230 256 1590	979. 781 979. 748 979. 625 1860. 614 980. 557	605 218 071 079 491	$\begin{array}{c} + .017 \\ + .007 \\001 \\005 \\ + .044 \end{array}$	979.193 979.537 979.553 980.530 980.110	979, 204 979, 577 979, 586 980, 597 980, 170	+ .01 + .04 + .01 + .06 + .06

Principal facts for 219 gravity stations in the United States-Continued.

Number and name of station	Latitude ø	Longitude X	Eleva- tion H	Theo- retical gravity γο	Correc- tion for eleva- tion	Correc- tion for topogra- phy and compen- sation	Com- puted gravity at sta- tion g ₀	Observed gravity at sta- tion g	0-90
 Bismarck, N. Dak. Hinsdale, Mont. Sandpoint, Idaho. Boise, Idaho. Astoria, Oreg. 	• , 46 48.5 48 23.8 48 16.4 18 37.2 46 11.3	• / 100 47.0 107 05.3 116 33.3 116 12.3 123 50.2	Meters 516 661 637 821 1	Dynes 980, 779 980, 923 980, 911 980, 491 180, 724	Dynes 0. 159 204 197 253 .000	Dynes -0.005 017 044 042 +.008	Dynes 980. 615 980. 702 980. 670 980. 196 980. 732	Dynes 980. 625 980. 739 980. 680 980. 212 980. 727	Dynes +0.010 +.037 +.010 +.016 005
 81. Sisson, Cal	41 18.3 41 35.1 41 07.4 38 56.3 44 49.1	122 19.6 10.1 13.2 101 21.3 77 04.0 73 17.5	1048 1910 932 103 35	980. 282 980. 308 980. 266 980. 070 980. 599	+ .323 589 288 032 011	$\begin{array}{r} + .015 \\001 \\ + .002 \\ + .012 \\009 \end{array}$	979.974 979.718 979.980 980.050 980.579	979.972 979.739 979.982 980.095 980.588	$\begin{array}{r}002 \\ + .021 \\ + .002 \\ + .045 \\ + .009 \end{array}$
 Lake Placid, N. Y	44 17.5 44 40.1 43 18.4 45 03.8 36 50.5	73 59.1 74 58.8 78 49.6 83 27.0 75 58.4	571 130 87 178 4	980, 551 980, 586 980, 462 980, 622 979, 888	176 040 027 055 001	$\begin{array}{r} + .032 \\004 \\002 \\ .000 \\ + .025 \end{array}$	980. 407 980. 542 980. 433 980. 567 979. 912	980. 421 980. 571 980. 431 980. 555 979. 872	+ .014 + .029 002 012 040
91. Durham, N. C 92. Fernandina, Fla 93. Wilmer, Ala. 94. Aliceville, Ala 95. New Madrid, Mo	36 00.2 30 40.2 30 49.2 33 07.6 36 35.5	78 53.5 81 27.7 88 20.5 88 10.8 . 89 31.6	120 3 69 61 79	979.816 979.374 979.386 979.572 979.867	039 001 021 019 024	$\begin{array}{r} + .014 \\ + .017 \\ + .018 \\ + .008 \\ + .001 \end{array}$	979. 791 979. 390 979. 383 979. 561 979. 844	979.835 979.408 979.347 979.552 979.853	+ .044 + .018 036 009 + .009
96. Mena, Ark 97. Nacogdoches, Tex. 98. Alpine, Tex. 99. Farwell, Tex. 100. Guymon, Okla	34 35.2 31 36.2 30 21.5 34 23.2 36 40.7	94 14.6 103 39.7 103 01.8 101 28.7	368 92 1359 1259 949	979.695 979.448 979.349 979.678 979.874	114 028 420 388 293	$\begin{array}{r} + .015 \\ + .008 \\ + .033 \\ + .011 \\001 \end{array}$	979.596 979.427 978.962 979.301 979.580	979.552 979.424 978.991 979.293 979.571	044 004 + .029 008 009
101. Helenwood, Tenn 102. Cloudland, Tenn 103. Hughes, Tenn 104. Charleston, W. Va 105. State College, Pa	36 25.9 36 06.2 36 08.5 38 20.9 40 47.9 40	84 32.6 82 07.9 82 07.2 81 37.7 77 51.8	422 1890 184 184 358	979.853 979.824 979.827 980.019 980.237	+ .130 583 306 057 110	$\begin{array}{r} + .015 \\ + .130 \\ + .053 \\010 \\ + .010 \end{array}$	979. 738 979. 371 979. 574 979. 952 980. 137	979. 786 979. 383 979. 553 979. 936 980. 124	+ .048 + .012 021 016 013
106. Fort Kent, Me 107. Prentice, Wis 108. Fergus Falls, Minn 109. Sheridan, Wyo 110. Boulder, Mont	47 14.9 45 32.6 46 17.2 44 48.0 14.2	68 36.0 17.8 05.0 106 58.7 112 07.3	160 469 366 1150 1493	980, 818 980, 665 980, 732 980, 598 980, 727	049 145 113 355 461	+ .001 + .010 + .001 031 007	980. 770 980. 530 980. 212 980. 212 980. 259	980. 765 980. 562 980. 622 980. 252 980. 252	$\begin{array}{r}005 \\ + .032 \\ + .002 \\ + .040 \\007 \end{array}$
111. Skykomish, Wash. 112. Olympia, Wash. 113. Heppner, Oreg. 114. Truckee, Cal. 115. Winnemucca, Nev.	47 42.4 47 03.4 45 21.4 39 19.6 40 58.4	121 22.3 122 52.7 119 33.2 120 11.4 117 43.8	19 598 1805 1311	980, 860 980, 802 980, 648 980, 105 980, 253	086 006 185 557 404	047 012 007 + .057 004	980.727 980.784 980.456 979.605 979.845	980.707 980.825 980.437 979.585 979.844	$\begin{array}{r}020 \\ + .041 \\019 \\020 \\001 \end{array}$
116. Ely, Nev 117. Guernsey, Wyo 11% Pierre, S. Dak. 119. Fort Dodge, Iowa. 120. Keithsburg, Ill.	39 14.9 42 16.1 44 21.9 42 30.8 41 06.4	114 53.4 104 44.0 100 20.8 94 11.4 90 57	1962 1322 454 340 167	980, 099 980, 369 980, 558 980, 391 980, 265	605 408 140 105 051	$\begin{array}{r} + .020 \\016 \\013 \\ + .002 \\003 \end{array}$	979.514 979.945 980.405 980.288 980.211	979.501 979.989 980.427 980.311 980.211	013 + .044 + .022 + .023 000
121. Grand Rapids, Mich 122. Angola, Ind 123. Albany, N. Y. 124. Port Jarvis, N. Y. 125. Atlantic City, N. J.	42 58.0 41 37.7 42 39.1 41 22.4 39 21.9	85 40.8 85 00.6 73 46.1 74 41.1 74 25.0	236 318 61 141 3	980. 432 980. 312 980. 404 980. 288 980. 110	073 098 019 044 001	+ .003 + .011 006 + .003 + .018	980.362 980.225 980.379 980.247 980.127	980. 372 980. 244 980. 344 980. 222 980. 112	+ .010 + .019 035 025 015
126. Bridgehampton, N. Y. 127. Chatham, Mass. 128. Rockland, Me. 129. Lancaster, N. H. 130. Whitehall, N. Y.	40 56.0 41 40.7 44 06.3 44 29.5 43 33.0	72 18.4 69 57.3 69 0 71 34.3 73 23.8	10 2 9 261 38	980. 249 980. 316 980. 535 980. 570 980. 484	$\begin{array}{c}003 \\001 \\003 \\081 \\012 \end{array}$	$\begin{array}{r} + .020 \\ + .024 \\ + .011 \\ + .007 \\012 \end{array}$	980. 266 980. 339 980. 543 980. 496 980. 460	980. 252 980. 333 980. 536 980. 486 980. 429	014 006 007 010 031
131. Little Falis, N. Y. 132. Watertown, N. Y. 133. Southport, N. Y. 134. Frie, Pa. 135. Parkersburg, W. Va.	43 02.7 43 58.3 42 03.7 42 07.8 39 16.0	74 51.2 75 54.6 76 48.6 80 04.8 81 33.7	137 147 266 198 185	980. 419 980. 522 980. 351 980. 357 980. 101	042 045 082 061 057	$\begin{array}{c}007 \\ + .001 \\ + .004 \\ + .001 \\006 \end{array}$	980. 390 980. 478 980. 273 980. 297 980. 038	980. 374 980. 461 980. 251 980. 278 980. 022	016 017 022 019 016
138. Columbus, Ohio 137. Indianapolis, Ind 138. Springfield, Ill 139. Lebanon, Mo 140. Joplin, Mo	39 57.8 39 45.9 39 47.7 37 41.1 37 05.4	82 59.4 86 08.8 89 39.5 92 39.1 94 30.8	231 217 183 385 303	980. 163 980. 145 980. 145 980. 148 979. 962 979. 910	071 067 056 119 094	$\begin{array}{r} + .001 \\ + .003 \\ + .005 \\ + .012 \\ + .001 \end{array}$	980, 093 980, 081 980, 097 979, 855 979, 817	980. 089 980. 090 980. 089 979. 874 979. 841	004 +.009 008 +.019 +.024
 141. Fort Smith, Ark	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	94 25.5 94 02.5 93 03.6 92 26.0 89 02.3	135 190 21 77	979. 763 979. 598 979. 688 979. 425 979. 456	042 031 059 007 024	$\begin{array}{r}007 \\ + .001 \\ + .004 \\ + .009 \\ + .011 \end{array}$	979.714 979.568 979.633 979.427 979.443	979. 706 979. 587 979. 659 979. 429 979. 465	$\begin{array}{r}008 \\ + .019 \\ + .026 \\ + .002 \\ + .022 \end{array}$
146. Richmond, Va 147. Emporia, Va 148. Greenville, N. C 148. Wilmington, N. C 140. Wilmington, N. C 140. Reference (Section 1998)	37 32.2 36 40.2 35 36.8 34 14.2 34 42.0	77 26.1 77 31 77 22.3 77 56.6 79 54	30 37 17 55	979.948 979.873 979.783 979.666 979.705	$\begin{array}{c c}009 \\011 \\005 \\003 \\017 \end{array}$	+ .010 + .015 + .019 + .023 + .013	979.949 979.877 979.797 979.686 979.701	979.960 979.898 979.787 979.663 979.711	+ .011 + .021 010 023 + .010

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	Number and name of station	Latit	ude	Longitu	ide	Eleva- tion H	Theo- retical gravity 70	Correc- tion for eleva- tion	Correc- tion for topogra- phy and compen- sation	Com- puted gravity at sta- tion ge	Observed gravity at sta- tion g	9-9.
151. 152. 153. 154. 155.	Charlotte, N. C. Asheville, N. C. Cleveland, Tenn. Winston-Salem, N. C. Knoxville, Tenn.	* 35 35 35 36 35	, 13.8 35.9 09.4 06.1 57.7	80 50 82 33 84 52 80 17 83 55). 8 3. 3 2. 9 7	Meters 228 670 263 284 280	Dynes 979.749 979.781 979.743 979.824 979.812	Dynes -0.070 207 081 088 086	Dynes +0.015 +.026 +.002 +.012 001	Dynes 979. 694 979. 664 979. 748 979. 725	Dynes 979.727 979.003 979.018 979.718 979.712	Dynes +0.033 + .003 015 030 013
156. 157. 158. 159. 160.	Bristol, Va Homestead, Fla. Sebring, Fla. Titusville, Fla. Leesburg, Fla.	36 25 27 28 28	35.4 28.4 30.2 36.7 48.6	82 12 80 28 81 27 80 48 81 53	8.9	514 4 34 3 30	979. 866 978. 985 979. 131 979. 214 979. 229	159 001 010 001 009	$\begin{array}{r} + .012 \\ + .029 \\ + .023 \\ + .023 \\ + .021 \end{array}$	979. 719 979. 01 979. 144 979. 23 979. 241	979. 712 978. 985 979. 135 979. 243 979. 235	007 028 009 + .007 006
161. 162. 163. 164. 165.	Cedar Keys, Fla. Maeon, Ga. Albany, Ga. Pensacota, Fla. Opelika, Ala.	29 32 31 30 32	08.3 49.8 34.3 24.5 38.5	83 02 83 38 84 09 87 12 85 22	2.1	99 58 2 245	979. 255 979. 549 979. 446 979. 353 979. 533	001 031 018 001 076	+ .016 + .007 + .011 + .014 + .017	979. 270 979. 525 979. 439 979. 439 979. 474	979.257 979.553 979.449 979.449 979.460 979.466	$\begin{array}{r}013 \\ + .027 \\ + .010 \\006 \\018 \end{array}$
166. 167. 168. 169. 170.	Huntsville, Ala. Arkansas City, Ark. Memphis, Tenn Mammoth Spring, Ark. Hopkinsville, Ky.	34 33 35 36 36	43. 8 36. 5 08. 8 29. 3 51. 6	86 35 91 12 90 03 91 27 87 28	5.2 2.2 1.3	200 44 80 156 ,176	979, 707 979, 613 979, 742 979, 857 979, 889	062 014 025 048 054	$\begin{array}{r} + .003 \\ + .005 \\ + .002 \\002 \\ + .006 \end{array}$	979. 648 979. 704 979. 719 979. 807 979. 841	979. 633 979. 600 979. 740 979. 828 979. 855	$ \begin{array}{r}015 \\004 \\ + .021 \\ + .021 \\ + .014 \end{array} $
171. 172. 173. 174. 175.	Danville, Ky Clifton Forge, Va. Greenville, Ala. Birmingham, Ala. Lexington, Va.	37 37 31 33 37	38.9 49.1 49.4 30.8 47.2	84 46 79 49 86 38 86 48 79 26	3.4 3.6 3.8 3.6	300 325 130 179 324	979. 958 979. 973 979. 466 979. 605 979. 970	093 100 040 055 100	+ .011 003 + .016 + .011 + .005	979. 876 979. 870 979. 561 979. 875	979.855 979.844 979.439 979.536 979.536	021 026 003 025 016
176. 177. 178. 179. 180.	Prestonsburg, Ky Traverse City, Mich Seney, Mich. Oconto, Wis. Grand Rapids, Wis.	37 44 46 44 44	40. 6 45. 8 20. 8 53. 2 23. 6	82 45 85 37 85 57 87 52 89 46	5.6 2.2 7.6 2.0	193 180 223 181 306	979, 961 980, 595 980, 738 980, 606 980, 561	060 056 069 056 094	$\begin{array}{r}004 \\ + .002 \\ + .007 \\001 \\ + .005 \end{array}$	979. 897 980. 541 980. 676 980. 549 980. 472	979, 881 980, 550 980, 685 980, 532 980, 532	$\begin{array}{r}016 \\ + .009 \\ + .009 \\017 \\034 \end{array}$
181. 182. 183. 184. 184.	Winona, Minn. Baldwin, Wis. Cumberland, Wis. Cambridge, Minn. Brainerd, Minn.	44 44 45 45 46	03.2 57.8 32.4 34.0 21.3	91 38 92 23 92 00 93 11 94 12	.4	201 342 380 303 367	980. 530 980. 613 980. 667 980. 667 980. 739	$\begin{array}{r}062 \\106 \\117 \\094 \\113 \end{array}$	006 + .006 + .008 + .002 + .003	980, 469 980, 513 980, 556 980, 575 980, 629	980, 485 980, 471 980, 515 980, 556 980, 556	+ .023 042 041 019 + .020
186. 187. 188. 189. 190.	Aberdeen, S. Dak. Faith, S. Dak. Marmarth, N. Dak Towner, N. Dak. Crosby, N. Dak.	45 45 46 48 48	27.5 01.3 18.4 20.3 54.7	98 29 102 04 103 53 100 26 103 19	.0	396 786 822 451 598	980. 657 980. 618 980. 734 980. 917 980. 909	122 243 254 139 185	$\begin{array}{r}005 \\ + .006 \\002 \\004 \\ + .001 \end{array}$	980, 578 980, 381 981, 478 980, 774 980, 785	980, 550 980, 484 980, 521 980, 814 980, 810	+ .020 + .023 + .043 + .040 + .025
191. 192. 193. 194. 195.	Crookston, Minn Poplar, Mont Miles City, Mont. Huntley, Mont. Lander, Wyo.	47 48 46 45 42	46. 2 06. 8 24. 2 54. 0 50. 0	96 36 105 12 105 50 108 19 108 43	. 6	260 608 718 919 1635	980, 866 980, 897 980, 743 980, 697 980, 420	080 188 222 284 505	006 009 020 022 028	980, 780 980, 700 980, 501 980, 391 979, 887	980, 799 980, 727 981, 539 980, 410 979, 914	+ .019 + .027 + .038 + .019 + .027
196. 197. 198. 199. 200.	Fairbault, Minn	44 43 43 44 45	17.8 58.6 17.7 55.8 04.5	93 15 103 49 01 01 01 12	.2	301 330 1066 323 319	980, 553 980, 523 980, 462 980, 610 980, 623	093 102 329 100 098	$\begin{array}{r} .000 \\ + .002 \\012 \\003 \\ + .003 \end{array}$	980. 460 980. 423 980. 121 980. 507	980, 504 980, 437 980, 183 980, 583 980, 542	$\begin{array}{r} + .044 \\ + .014 \\ + .062 \\ + .025 \\ + .014 \end{array}$
201. 202, 203. 204. 205.	Wasta, S. Dak Moorcroft, Wyo. Duluth, Minn Osage, Jowa Randolph, Nebr	44 44 46 43 42	04.2 15.5 47.0 16.8 23.0	102 25 104 58 92 06. 92 47 97 19	.4	706 1295 216 356 515	980. 532 980. 549 980. 777 980. 460 980. 380	$\begin{array}{r}218 \\400 \\067 \\110 \\159 \end{array}$	$\begin{array}{r}013 \\ + .005 \\010 \\ + .007 \\ + .005 \end{array}$	980, 301 1801 104 580, 700 980, 357 980, 226	0940, 209 980, 183 980, 758 980, 339 980, 236	$\begin{array}{r} + .038 \\ + .029 \\ + .058 \\018 \\ + .010 \end{array}$
206. 207. 208. 209. 210.	Valentine, Nebr	42 4 40 0 39 0 40 1	52.3 04.0 44.6 06.3 16.0	100 31 80 43. 93 43 76 51. 76 53.	.4	785 205 344 54 104	980. 423 980. 172 980. 232 980. 086 980. 190	242 063 106 017 032	$\begin{array}{r} + .004 \\003 \\ + .007 \\ + .007 \\ + .002 \end{array}$	980, 185 980, 106 980, 133 980, 076 980, 160	980, 211 980, 085 980, 133 980, 118 980, 138	$\begin{array}{r} + .026 \\021 \\ .000 \\ + .042 \\021 \end{array}$
211. 212. 213. 214. 215.	Pittsburg, Pa. Rockville, Md. Upper Marlboro, Md. Fairiax, Va. Crisfield, Md.	40 2 39 0 38 4 38 4 37 4	27.4 04.9 49.0 47.7 58.8	Image: 00. 00. 77 08. 76 45. 77 19. 75 50.	.6.2.6.7	235 129 12 115	980, 200 980, 084 980, 061 980, 059 979, 987	073 040 004 035 .000	.000 + .013 + .007 + .011 + .019	050, 123 980, 057 980, 064 980, 035 086, 006	980. 118 980. 111 980. 085 980. 079 980. 079	$\begin{array}{r}015 \\ + .054 \\ + .021 \\ + .044 \\021 \end{array}$
216. 217. 218. 219.	Fredericksburg, Va Dover, Del North Tamarack, Mich	38 1 39 0 47 1 39 3	18.1 09.7 15.8 38.5	77 27. 75 32. 88 27. 77 43.	.5	16 12 370 166	980.015 980.092 980.821	005 004 114 051	+ .004 + .013 + .020 + .006	980.014 980.101 980.727 980.727	PSO. 027 980, 099 980, 766 PSO. 0418	+ .013 002 + .039 041

Principal facts for 219 gravity stations in the United States-Continued.

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GRAVITY FORMULA OF 1912.

In Special Publication No. 12 a new formula was derived which it was believed more nearly represented the conditions in the United States than did the Helmert formula of 1901. The new formula was found to be

 $\gamma_0 = 978.038 \ (1 + 0.005304 \sin^2 \phi - 0.000007 \sin^2 2 \phi)$

(See p. 25, Special Publication No. 12.)

The formula advocated by the writer in that publication was the above formula modified by making the second term 0.005302, the same value as in Helmert's formula. The adopted 1912 formula is then

$$\gamma_{o} = 978.038 \ (1 + 0.005302 \sin^{2} \phi - 0.000007 \sin^{2} 2 \phi)$$

The investigations made in 1912 were based upon the values of gravity in the United States computed by this formula.

In the preceding table the mean value of $g-g_0$ is +0.005 dyne and the probable error of a single value is ± 0.016 dyne. The residuals for the two Seattle stations (Nos. 53 and 56) are each -0.085 dyne, which is more than five times the probable error of a single value. This evidently indicates a very abnormal condition in the earth's crust near Seattle, and, it is believed, these two values should not be considered in taking means for the purpose of correcting the Helmert formula.

After rejecting the Seattle stations, the mean with regard to sign of $g-g_o$ is $+0.006\pm0.0011$ dyne. As this is more than five times its own probable error, it is believed it represents a real error in the first term of the Helmert formula. In 1912 the mean value of $g-g_o$, after rejecting Seattle, was +0.008 dyne. This was the value also found by a least square solution. As the 1912 formula would be modified by only 0.002 dyne if the mean from the above table were applied as a correction to the Helmert formula, it was thought better not to change from the 1912 value.

Later on in this volume (pp. 122 to 129) there are given various gravity formulas derived from stations in the United States and other countries from several groupings and upon different assumptions.

The 1912 anomalies used frequently in this volume were computed by the 1912 formula which is given above, the depth of compensation being 113.7 km.

The 1916 anomalies were computed by the 1916 formula for the United States and with a depth of 60 km. This formula is shown on page 123. For convenience it is inserted below. Formula of 1916:

 $\gamma_0 = 978.040 \ (1 + 0.005302 \ \sin^2 \phi - 0.000007 \ \sin^2 2 \phi)$

A plus sign of an anomaly means that at the station in question the observed intensity of gravity is in excess of that which would occur if the assumed conditions were true as to densities of the topography, and if the compensation were complete, uniformly distributed to the depth of compensation, and directly under the topographic features. If the anomaly is negative, the observed gravity is less than it would be if the ideal conditions obtained. A part of the anomaly is due to errors in the assumed densities, to departures from the depth of compensation with which the effect of the compensation is computed, and to erroneous values for the terms in the gravity formula. Errors in the assumed elevation of the station and in the contour maps used to compute the corrections for topography and isostatic compensation also cause a small part of the anomaly, as do also errors in the observations to determine the periods of the pendulums, and slight changes in the pendulums between standardizations.

An elaborate discussion of the various sources of error is given on pages 86 to 96 of Special Publication No. 10. It is shown that the average probable error of a computed value of gravity is ± 0.003 dyne. It is not believed to be necessary to repeat that discussion of errors in this volume. The only modification of the statements made in Special Publication No. 10 that seems to be needed is discussed in connection with the correction for elevation, pages 93-96.

PRINCIPAL FACTS FOR 42 STATIONS IN CANADA.

The Geodetic Survey of Canada has recently been actively engaged in establishing gravity stations within its area, and in response to a request from the Superintendent of the United States Coast and Geodetic Survey the Director of the Canadian Survey generously placed at the author's disposal the unpublished data regarding the 42 Canadian stations. These data are given in the following table. They are used in computing gravity formulas (see pp. 113 to 131) and in the gravity anomaly maps (fig. 11, in the pocket at the end of the volume) and in a study of the relations between the anomalies and the geologic formation.

The observations and the reduction for topography and isostatic compensation were made by F. A. McDiarmid, of the Geodetic Survey of Canada.

The observed values are on the Potsdam system, and the computed values are based upon Helmert's formula of 1901 and the gravity reduction tables given on pages 30 to 47 of Special Publication No. 10. The data are therefore similar to those for the United States stations given on pages 50-52 of this volume.

	Number and name of station	Latitude ø	Longitude X	Elevation H	Theoreti- cal gravity 70	Correc- tion for eleva- tion	Correc- tion for topogra- phy and compen- station	Com- puted gravity at sta- tion go	Observed gravity at sta- tion	0-00	Hayford anomaly, 1912
1. 2. 3. 4. 5.	Ottawa. Maniwaki. Kingston. Roberval. Tadoussac.	• , '' 45 23 39 46 22 28 44 14 37 48 30 54 48 08 25	h m s 5 02 52 5 03 55 5 05 55 4 48 54 4 38 52	Meters 83 169 79 107 12	Dynes 980, 651 980, 740 980, 547 980, 933 980, 900	Dynes 0, 026 052 024 033 004	Dynes 0.000 001 +.008 015 004	Dynes 980, 625 980, 687 980, 531 980, 885 980, 892	Dynes 980, 615 980, 527 980, 527 980, 865 181, 991	Dynes -0.010 002 004 020 +.009	Dynes -0.018 010 012 028 + .001
6. 7. 8. 9. 10.	Portneuf St. Jerome Ste. Anne de Bellevue Mattawa. Liskeard.	46 42 32 45 46 34 45 24 27 46 18 43 47 30 34	4 47 35 4 56 00 4 55 46 5 14 49 5 18 41	59 107 34 170 194	980. 770 980. 686 980. 653 980. 734 980. 843	018 033 010 052 060	$\begin{array}{r} + .005 \\ + .006 \\ + .003 \\013 \\004 \end{array}$	980, 757 980, 659 980, 646 980, 669 980, 779	980, 760 980, 678 980, 660 980, 647 980, 785	$\begin{array}{r} + .003 \\ + .019 \\ + .014 \\022 \\ + .006 \end{array}$	005 + .011 + .006 030 002
11. 12. 13. 14. 15.	Cochrane. Sault Ste. Marie. Chapleau. Port Arthur. Rose Point.	49 03 44 46 30 26 47 50 27 48 26 00 45 19 02	5 24 05 5 37 18 5 33 37 5 56 52 5 20 10	277 186 430 189 183	980, 983 980, 752 980, 872 980, 926 980, 644	085 057 133 058 056	$\begin{array}{r}004 \\005 \\ + .012 \\014 \\ + .001 \end{array}$	980, 994 980, 690 980, 751 980, 854 980, 889	980. 880 980. 677 980. 763 980. 817 980. 817	$\begin{array}{r} + .014 \\013 \\ + .012 \\037 \\ + .014 \end{array}$	022 021 + .004 045 + .006
16. 17. 18. 19. 20.	Whitby Woodstock, Ontario Windsor St. John Moncton	43 52 43 43 08 33 42 19 16 45 16 03 46 05 04	5 15 46 5 23 08 5 32 10 4 24 20 4 19 09	84 299 178 33 14	980. 514 980. 448 980. 373 980. 640 980. 713	$\begin{array}{c}026 \\093 \\055 \\010 \\004 \end{array}$	$\begin{array}{c}004 \\002 \\ .000 \\ + .016 \\ + .014 \end{array}$	980, 484 980, 353 980, 318 980, 646 980, 723	980, 458 980, 349 980, 338 980, 660 980, 725	$\begin{array}{r}026 \\004 \\ + .020 \\ + .014 \\ + .002 \end{array}$	$\begin{array}{r}034 \\012 \\ + .012 \\ + .006 \\006 \end{array}$
21. 22. 23. 24. 25.	Charlottetown Sydney Truro. Halifax Yarmouth.	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	4 12 30 4 00 47 4 13 06 4 14 15 4 24 29	8 12 18 9	980, 727 980, 719 980, 649 980, 587 980, 510	002 004 006 003 003	+ .013 + .014 + .014 + .008 + .014	980, 738 980, 729 980, 657 980, 592 980, 521	990. 730 980. 728 980. 571 980. 571 980. 540	$\begin{array}{r}008 \\001 \\ + .002 \\021 \\ + .019 \end{array}$	016 009 006 029 + .011
26. 27. 28. 29. 30.	Woodstock, New Brunswick Edmundston Bathurst Perce Kenora	46 09 02 47 22 11 47 37 10 48 31 33 49 46 00	4 30 18 4 33 18 4 22 36 4 16 51 6 18 00	56 148 5 6	980, 720 980, 830 980, 853 980, 935 981, 046	$\begin{array}{c} - & . & 017 \\ - & . & 046 \\ - & . & 002 \\ - & . & 002 \\ - & . & 102 \end{array}$	+.008 010 .000 002 +.018	980. 711 980. 774 980. 851 980. 931 980. 962	980, 696 980, 771 980, 833 980, 947 980, 971	015 003 018 + .016 + .009	$\begin{array}{r}023 \\011 \\026 \\ + .008 \\ + .001 \end{array}$
31. 32. 33. 34. 35.	Winnipeg Brandon Moose Jaw Medicine Hat Calgary	495423495054502326500225510243	6 28 32 6 39 47 7 02 07 7 22 40 7 36 15	231 366 541 664 1044	981, 057 981, 053 981, 101 981, 070 981, 160	$\begin{array}{r}071 \\113 \\167 \\205 \\322 \end{array}$	$\begin{array}{r} + \ . \ 002 \\ - \ . \ 002 \\ + \ . \ 003 \\ - \ . \ 002 \\ - \ . \ 022 \end{array}$	080, 988 980, 938 980, 937 980, 863 080, 515	980, 987 980, 953 980, 940 980, 865 980, 820	$\begin{array}{r}001 \\ + .015 \\ + .003 \\ + .002 \\ + .004 \end{array}$	009 + .007 005 006 004
36. 37. 38. 39. 40. 41. 42.	Banff. Field Revelstoke Kamloops. North Bend. Glacier Vancouver	51 10 53 51 23 42 50 59 48 50 40 42 49 52 17 51 15 44 49 16 49	7 42 18 7 45 59 7 52 47 8 01 18 8 05 48 7 49 58 8 12 27	1376 1239 453 352 152 1248 6	981, 172 981, 190 981, 155 981, 127 981, 055 981, 179 981, 002	425 382 140 109 047 385 002	012 060 080 073 122 066 046	990, 735 980, 748 980, 748 980, 945 980, 945 980, 886 980, 728 980, 728	980, 750 980, 745 980, 900 980, 944 980, 886 980, 886 980, 946	$\begin{array}{r} + .015 \\003 \\035 \\001 \\ .000 \\ + .010 \\008 \end{array}$	$\begin{array}{r} + .007 \\011 \\043 \\009 \\008 \\ + .002 \\016 \end{array}$

Principal facts for 42 stations in Canada.

PRINCIPAL FACTS FOR 73 STATIONS IN INDIA.

In the office of the Survey of India the Hayford reductions have been made for 73 stations in that country. The data regarding them are published in a report of the Survey of India, title of which is given in a footnote on page 45.

The corrections for elevations as given in the Indian report were computed by the formula:

Correction for elevation =
$$-\frac{2gH}{R}$$

in which a mean value of the radius of the earth, R, is taken as 20,900,000 feet. H is the elevation of the station in feet. These corrections are given in the column headed "Correction for elevation, Indian," in the table following. In the column headed "Correction for elevation, U. S. C. & G. S." are given the corrections computed by the formula:

Correction for elevation = -0.0003086 H

in which H is the elevation of the station in meters. The maximum difference is 0.006 dyne at station No. 95, Sandakphu. The results by the second formula have been used in the discussions in this volume, as this formula is somewhat more accurate in theory.^{*a*}

The reductions for topography and compensation were computed in much the same way as is done by the United States Coast and Geodetic Survey. For zones 18 to 1 the methods and constants are identical. For the inner zones which are lettered from A to O a slightly different gravitation constant was used. It is 657×10^{-10} for C. G. S. units, while the one used by the United States Coast and Geodetic Survey is 667.3×10^{-10} . The depth of compensation used is 70 miles, 112.65 km., instead of 113.7 km. The compensation was distributed from sea level instead of from the surface of the earth. For ocean areas the Indian Survey distributed the compensation from the bottom to a depth of 70 miles (112.65 km.) below the surface of the water, while the United States Coast and Geodetic Survey distributes the compensation from the ocean bottom to a depth of 113.7 km. below the ocean bottom.

These changes in the method of computing the topography and the compensation do not make any differences which need be considered in our discussions. We may consider the India data similar to those which we have for the United States, Canada, and Europe, all of which are based upon identical methods and constants.

In the fourth column from the last in the following table are given the gravity anomalies based upon the Hayford reduction and the Helmert formula of 1901 with 978.030 as the first term and with the Indian corrections for elevation of station. In next to the last column are given the anomalies which are similar in every way to those just mentioned except that the United States correction for elevation is applied instead of the Indian correction. The theoretical values of gravity at sea level as computed with the Helmert formula are given in the fifth column.

The observed values given in the following table are based upon the value of 979.063 dynes for Dehra Dun. The value of gravity at that station as given in the latest report of the International Geodetic Association is 979.065 dynes.

a" Ueber die Reduction der auf der physischen Erdoberfläche beobachteten Schweresbeschleunigungen auf ein gemeinsames Niveau" by Heimert, Sitzungsberichte der Königlich Preussischen Akademie der Wissenschaften, volumes for 1902, p. 843, and 1903, p. 650.

Number and name of station	Latitude ø	Longitude A	Eleva- tion H	Theoret- ical gravity Yo	Correc- tion eleva- tion (Indi- an)	Correc- tion for topogra- phy and compen- sation	Com- puted gravity at station go	Observed gravity at station g	g-g₀ (Indian)	Correc- tion for eleva- tion (U. S. C. & G. S.)	(U.S.C. & G.S.)	Hay- ford non- aly, 1912
1. Agra. 2. Aligarh. 3. Allahabad. 4. Amgaon 5. Amraoti	27 10 20 27 53 32 25 25 55 21 21 31 20 55 50	78 01 07 78 00 31 81 55 80 28 77 45 40	Meters 163 187 88 315 342	Dynes 979, 107 979, 160 978, 982 978, 715 978, 689	Dynes 0. 050 057 027 097 105	Dynes -0.018 021 021 001 001	Dynes 979.039 979.082 978.934 978.617 978.583	Dynes 979.056 979.075 978.943 978.614 978.609	Dynes +0.017 007 +.009 003 +.026	Dynes 0.050 058 027 097 106	Dynes +0.017 006 + .009 003 + .027	Dynes +0.009 014 + .001 011 + .019
6. Arrah 8. Asigarh 9. Badnur 12. Bhopal 13. Bilaspur	25 34 10 21 28 10 21 54 10 23 15 58 22 03 53	84 39 76 17 50 77 54 10 77 25 82 12	57 633 641 497 268	978. 992 978. 721 978. 748 978. 835 978. 758	018 194 197 153 082	$\begin{array}{c}028 \\ + .027 \\ + .018 \\ + .007 \\008 \end{array}$	978, 946 978, 554 978, 569 978, 689 978, 668	978.918 978.584 978.607 978.711 978.681	$\begin{array}{r}028 \\ + .030 \\ + .038 \\ + .022 \\ + .013 \end{array}$	018 195 198 153 083	$\begin{array}{r}028 \\ + .031 \\ + .039 \\ + .022 \\ + .014 \end{array}$	036 + .023 + .031 + .014 + .006
14. Bina 15. Buxar 16. Chatra 17. Colaba 18. Cuttack	24 10 41 25 34 42 24 12 40 18 53 45 20 29 05	78 11 46 83 59 88 23 27 72 48 47 85 52 01	413 63 20 10	978, 896 978, 992 978, 898 978, 571 978, 662	127 019 006 003 009	000 026 019 .000 .000	978, 769 978, 947 978, 873 978, 568 978, 653	978, 795 978, 933 978, 878 978, 631 978, 659	+.026 014 +.005 +.063 +.006	127 019 006 003 009	$\begin{array}{r} + .026 \\014 \\ + .005 \\ + .063 \\ + .006 \end{array}$	+ .018 022 003 + .055 002
19. Daltonganj	24 02 05 23 49 54 30 19 29 26 42 01 21 18 20	84 04 79 26 78 03 15 77 54 47 77 30 40	215 370 682 176 401	978. 886 978. 873 979. 347 979. 072 978. 711	066 114 210 054 123	018 005 080 015 001	978.802 978.754 979.057 979.003 978.587	978.827 978.758 979.063 978.609 978.618	+.025 +.004 +.006 a005 +.031	066 114 210 054 124	$\begin{array}{r} + .025 \\ + .004 \\ + .006 \\005 \\ + .032 \end{array}$	+ .017 004 002 013 + .024
29. Gaya 30. Gesupur 31. Goona 32. Gorakhpur 33. Gwalior	24 47 42 28 33 02 24 38 48 26 44 58 26 13 57	77 42 03 77 19 13 83 23 78 12 49	110 211 478 78 201	978.938 979.210 978.928 979.076 979.039	034 065 147 024 062	$\begin{array}{r}023 \\025 \\ + .007 \\046 \\012 \end{array}$	978.881 979.120 978.788 979.006 978.965	978.884 979.125 978.807 978.936 978.958	+ .003 + .005 + .019 070 007	034 065 148 024 062	+ .003 + .005 + .020 070 007	005 003 + .012 078 015
 Hathras	27 36 52 22 45 00 28 16 34 21 00 00 26 31 16	78 03 22 77 43 50 68 27 05 75 33 50 88 44 13	179 305 56 232 82	979.139 978.802 979.189 978.693 979.060	055 094 017 071 025	$\begin{array}{r}020 \\010 \\024 \\009 \\093 \end{array}$	979.064 978.698 979.148 978.613 978.942	979.075 978.719 979.186 978.633 978.922	+ .011 + .021 + .038 + .020 020	055 094 017 071 025	+ .011 + .021 + .038 + .020 020	+ .003 + .013 + .030 + .012 028
41. Japla 42. Jhansi 43. Jubbulpore 44. Kaliana 45. Kalianpur	24 31 58 25 27 02 23 08 54 29 30 55 24 07 11	84 00 78 33 43 79 59 77 39 06 77 39 17	144 262 447 247 537	978. 920 978. 983 978. 828 979. 284 978. 892	044 080 137 076 165	$\begin{array}{c}022 \\007 \\002 \\047 \\ + .011 \end{array}$	978, 854 978, 896 978, 689 979, 161 978, 738	978.856 978.910 978.719 979.154 978.777	+.002 +.014 +.030 007 +.039	044 081 138 076 166	+ .002 + .015 + .031 007 + .040	006 + .007 + .023 015 + .032
48. Katni. 50. Khandwa 51. Khurja 52. Kisnapur 55. Lalitpur	23 50 25 21 49 30 28 14 19 25 02 26 24 41 29	80 26 76 21 30 77 51 53 88 28 29 78 24 26	382 309 198 34 365	978.873 978.743 979.186 978.955 978.931	$ \begin{array}{c}117 \\095 \\061 \\011 \\112 \end{array} $	006 003 024 027 003	978. 750 978. 645 979. 101 978. 917 978. 816	978, 757 978, 692 979, 082 978, 956 978, 814	+ .007 + .047 019 + .039 002	118 095 061 011 113	+ .008 + .047 019 + .039 001	.000 +.039 027 +.031 009
58. Madras 59. Maihar 60. Majhauli Raj 65. Mhow 66. Mian Mir	13 04 08 24 15 38 26 17 46 22 33 10 31 31 37	80 14 54 80 48 83 58 75 45 40 74 22 32	6 354 67 580 216	978, 294 978, 902 979, 043 978, 789 979, 442	002 109 021 178 066	$\begin{array}{r} + .040 \\006 \\037 \\ + .024 \\033 \end{array}$	978. 332 978. 787 978. 985 978. 635 979. 343	978, 279 978, 784 978, 928 978, 620 979, 383	053 003 057 015 + .040	002 109 021 179 067	053 003 057 014 + .041	061 011 065 022 + .033
67. Moghal Sarai 70. Monghyr 71. Montgomery 72. Mortakka 73. Mukhtiara	25 17 03 25 22 53 30 39 47 22 13 20 22 23 40	83 06 86 28 73 06 18 76 02 50 75 58 40	78 47 170 176 282	978, 972 978, 979 979, 373 978, 768 978, 779	024 014 052 054 087	024 031 019 016 009	978, 924 978, 934 979, 302 978, 698 978, 683	978. 919 978. 909 979. 321 978. 703 978. 664	005 025 + .019 + .005 019	024 014 052 054 087	$\begin{array}{r}005 \\025 \\ + .019 \\ + .005 \\019 \end{array}$	$\begin{array}{r}013 \\033 \\ + .011 \\003 \\027 \end{array}$
 Mussoorie (Camel's Back)	30 27 35 27 28 25 26 07 05 11 24 37 32 16 33	78 04 32 77 41 48 85 25 76 42 03 75 39 03	2110 171 55 2254 332	979. 357 979. 129 979. 031 978. 232 979. 503	649 053 017 692 101	+ .032 019 038 + .183 088	978. 740 979. 057 978. 976 977. 723 979. 314	978. 793 979. 072 978. 934 977. 735 979. 237	+ .053 + .015 042 + .012 c076	651 053 017 696 102	+ .055 + .015 042 + .016 075	+ .047 + .007 050 + .008 083
84. Pendra 87. Quetta 88. Raipur 89. Rajpur 91. Ranchi	22 46 41 30 12 15 21 13 56 30 24 12 23 23 05	82 00 67 00 41 81 41 78 05 47 85 19	1682 304 1012 661	978. 804 979. 337 978. 707 979. 353 978. 843	$\begin{array}{r}187 \\517 \\093 \\311 \\203 \end{array}$	$\begin{array}{r} + .013 \\ + .024 \\ + .001 \\066 \\ + .021 \end{array}$	978. 630 978. 844 978. 615 978. 976 978. 661	978. 638 978. 851 978. 612 979. 002 978. 691	+ .008 + .007 003 + .026 + .030	188 519 094 312 204	+ .009 + .009 002 + .027 + .031	+.001 +.001 010 +.019 +.023
93. Roorkee 94. Salem 95. Sandakphu 96. Sasaram 97. Saugor	29 52 20 11 40 05 27 06 06 24 57 21 23 51 47	77 53 59 78 09 10 88 00 15 83 59 78 48	289 3586 104 536	979. 311 978. 241 979. 102 978. 949 978. 875	081 089 -1.101 032 165	$\begin{array}{r}057 \\ + .012 \\ + .141 \\023 \\ + .010 \end{array}$	979.173 978.164 978.142 978.894 978.720	979.129 978.116 978.190 978.903 978.731	044 048 + .048 + .009 + .011	081 089 -1.107 032 165	044 048 + .054 + .009 + .011	052 056 + .046 + .001 + .003
98. Seoni	22 05 29 22 11 30 29 32 46 26 41 47 25 25 52	77 29 77 54 10 67 52 31 88 24 50 77 39 25	619 392 132 118 467	978, 760 978, 766 979, 286 979, 072 978, 982	190 120 040 036 144	+ .016 006 067 110 + .009	978. 586 978. 640 979. 179 978. 926 978. 847	978.622 978.663 979.119 978.887 978.876	+ .036 + .023 a059 039 + .029	191 121 041 036 144	+ .037 + .024 058 039 + .029	+ .029 + .016 066 047 + .021
06. Ujjain 07. Umaria 08. Yercaud	23 11 00 23 31 37 11 46 56	75 47 80 54 78 12 29	491 457 1369	978. 830 978. 853 978. 245	151 140 420	+ .009 002 + .116	978. 688 978. 711 977. 941	978.677 978.740 977.908	011 + .029 033	152 141 422	010 + .030 031	018 + .022 039

Principal facts for 75 stations in India.

^a The anomalies for stations 24, 83, and 100 are reproduced as given in the original source, although the data as taken from there to three decimals of a dyne and repeated here give an anomaly differing by 0.001 dyne. It is supposed that the discepancy is due to additional decimals used in the computation but omitted in the published statement. The anomalies in other columns correspond to the values given in this column.

PRINCIPAL FACTS FOR 40 STATIONS NOT IN THE UNITED STATES PROPER, CANADA, OR INDIA.

The following table contains the principal facts for 40 stations outside of Canada, India, and the United States proper. The data for stations Nos. 1 to 36, inclusive, except the correction for topography and compensation and the resulting g_c , were obtained from the reports of the International Geodetic Association. The correction for topography and compensation of Nos. 1 to 27 was computed by the United States Coast and Geodetic Survey for depth of compensation of 113.7 km. in the usual way, and for Nos. 28 to 36 it was computed by Mr. Niethammer from Hayford's tables, and is taken from the "Proces Verbal de la 56me séance de la commission géodésique Suisse," Neuchâtel, 1910. Stations 37 to 40 are from a publication of the Royal Italian Geodetic Commission, "Determinazioni di Gravita relativa compiute nel 1912," by Reina and Cassinis, Rome, 1913. The correction for topography and isostatic compensation is there computed for a depth of 120 km. and contains the error noted in the footnote on page 98 of this publication. The error has been corrected and an approximate allowance made to change the depth to 113.7 km. The combined effect of these two changes was to reduce the anomaly in each case by 0.001 dyne.

The theoretical gravity throughout the table is based on Helmert's formula of 1901, Potsdam system.

It is intended that the several tables of principal facts (pp. 50 to 57) shall contain data for all well-observed gravity stations on land known to this Survey for which corrections, by Hayford's method, for topography and isostatic compensation have been computed for the depth 113.7 km. In the Comptes Rendus de la 17me Conférence géodésique de l'Association Géodésique Internationale, IIme Volume (Rapports Speciaux) pages 41 and 404, are given lists of corrections for topography and compensation for stations chiefly in Africa that are not included in this publication owing to lack of information as to the assumptions and methods underlying the computation.

-	Number and name of station	Latitude ø	Longi- tude A	Elevation H	Theoret- ical gravity γο	Correc- tion for eleva- tion	Correc- tion for topogra- phy and compen- sation	Com- puted gravity at station go	Observed gravity at station g	9–9°	Hayford anomaly, 1912
1. 2. 3. 4. 5.	Stilfserjoch (Stelvio Pass), Austria Franzenhöhe, Austria Schneekoppe, Germany Alie Bruch, Germany Brocken, Germany	46 31.8 46 32.0 50 44.2 50 45.7 51 48.0	0 27.4 10 29.0 15 44.6 15 44.6 10 37.0	Meters 2760 2188 1675 917 1140	Dynes 980, 755 980, 755 981, 132 981, 134 981, 226	Dynes 0. 852 675 495 283 352	Dynes +0.152 + .087 + .110 + .060 + .088	Dynes 980.055 980.167 980.747 980.911 100.049	Dynes 980.045 980.153 980.776 980.930 981.015	Dynes -0.010 -0.014 + .029 + .019 + .053	Dynes -0.018 022 +.021 +.011 +.011 +.045
6. 7. 8. 9.	Scharfenstein, Germany Naye, Switzerland. Villeneuve, Switzerland. Chaumont, Switzerland. Neuenburg (Neuchâtel), Switzerland.	51 50.0 46 26.0 46 24.1 47 01.4 47 00.1	10 36.0 6 58.7 6 55.7 6.57.1 6 57.3	1987 376 1018 487	981, 229 980, 746 980, 743 980, 799 980, 797	$\begin{array}{r}192 \\613 \\116 \\314 \\150 \end{array}$	$\begin{array}{r} + .041 \\ + .074 \\074 \\ + .025 \\028 \end{array}$	981.078 980.207 980.510 980.510 980.621	981.130 980.233 980.572 980.554 980.653	+ .052 + .026 + .019 + .044 + .032	+ .044 + .018 + .011 + .036 + .024
11. 12. 13. 14. 15.	Gornergrat, Switzerland Riffelberg, Switzerland Zermatt, Switzerland Bolalp, Switzerland. Brig, Switzerland.	45 59.0 45 59.6 46 01.5 46 22.9 46 19.7	7 46.8 7 45.3 7 45.0 7 59.6 8 00.4	3016 2566 1603 2132 683	980. 705 980. 705 980. 708 980. 741 980. 737	931 792 495 658 211	$\begin{array}{r} + .165 \\ + .122 \\007 \\ + .079 \\085 \end{array}$	979.939 980.035 980.206 980.162 980.441	979.992 980.090 980.250 980.172 980.437	+ .053 + .055 + .044 + .010 004	+ .045 + .047 + .036 + .002 012
16. 17. 18. 19. 20.	Eggishorn, Switzerland Fieseh, Switzerland. St. Maurice, Switzerland. Honolulu, Hawaiian Islands a Mauna Kea, Hawaiian Islands a	46 25.2 46 24.2 46 13.0 21 18.1 19 49.2	8 06.8 8 08.1 7 00.2 157 51.8 155 28.8	2187 1049 422 6 3981	0808.745 0808.745 9808.748 9808.726 978.711 978.623	675 324 130 002 -1.229	$\begin{array}{c c} + .086 \\043 \\091 \\ + .162 \\ + .469 \end{array}$	980. 156 980. 376 980. 505 978. 871 977. 863	980.169 980.376 980.512 978.946 978.069	+ .013 .000 + .007 + .075 + .206	+ .005 008 001 + .067 + .198
21. 22. 23. 24. 25.	Hachinohe, Japan. St. Georges, Bermuda a Jamestown, St. Helena a Sorvagen, Norway. Kala-i-Chumb, Turkestan	40 31 32 21 -15 55 67 53.6 38 27.3	141 30 543.7 13 02 70 46.5	21 2 10 19 1345	980. 212 979. 509 978. 418 982. 478 980. 229	006 001 003 006 415	$\begin{array}{c} + .049 \\ + .218 \\ + .177 \\ + .016 \\086 \end{array}$	979. 255 979. 726 978. 592 982. 488 979. 528	979.806 978.712 982.622 979.462	+ .104 + .080 + .120 + .134 066	+ .096 + .072 + .112 + .126 074
26. 27. 28. 29. 30.	St. Paul Island, Alaska a St. Michael, Alaska a Sitten, Switzerland Visp, Switzerland Iselle, Switzerland	57 07.3 63 28.5 46 14.1 46 17.6 46 12.5	170 16.6 162 02.4 7 21.5 7 53.0 8 12.1	10 I 514 649 630	981, 842 982, 178 980, 728 980, 733 980, 725	003 .000 159 200 194	$\begin{array}{c c} + .041 \\004 \\082 \\090 \\105 \end{array}$	981.720 982.174 980.487 980.443 980.426	981.726 982.192 980.480 980.441 980.430	+.006 +.018 007 002 +.004	002 + .010 015 010 004
31. 32. 33. 34. 35.	Gsteig, Switzerland Simplon Hospice, Switzerland Grand St. Bernard, Switzerland Sanetsch, Switzerland Chanrion, Switzerland	46 23.2 46 14.9 45 52.1 46 19.3 45 56.3	7 16.2 8 01.9 7 10.4 7 17.2 7 22.9	1185 1998 2473 2041 2435	980, 742 980, 729 980, 694 980, 736 980, 700	366 617 763 630 751	$\begin{array}{c}001 \\ + .076 \\ + .131 \\ + .085 \\ + .113 \end{array}$	980.375 980.188 980.062 980.191 980.062	980.396 980.202 980.072 980.211 980.107	+ .021 + .014 + .010 + .020 + .045	+ .013 + .006 + .002 + .012 + .037
36. 37. 38. 39. 40.	Schwarzsee, Switzerland Rome, Italy Florence (Arcetrl), Italy Leghorn, Italy Genoa, Italy.	45 59.5 41 53.5 43 45.2 43 32.0 44 29.2	7 42.7 12 29.7 11 15.2 10 18.5 8 55	2582 49 184 6 98	980. 705 980. 335 980. 503 980. 483 980. 569	797 015 057 002 030	$\begin{array}{c c} + .125 \\012 \\023 \\018 \\020 \end{array}$	980. 001 980. 308 980. 423 980. 423 980. 510	980.090 980.367 980.491 980.534 980.557	+ .057 + .059 + .068 + .071 + .047	+ .049 + .051 + .060 + .063 + .039

Principal facts for 40 stations not in the United States proper, Canada, or India.

C This station is in west longitude.

Chapter III.—COMPARISON OF APPARENT ANOMALIES AT STATIONS IN THE UNITED STATES BY THE HAYFORD AND OLD METHODS OF REDUCTION.

In the following tables $g_0'' - \gamma_0$ and $g_0 - \gamma_0$ have the same meanings as in the reports of the International Geodetic Association.

The quantity $g_0'' - \gamma_0$ is the apparent anomaly when the Helmert formula of 1901 and the Bouguer reduction are used. The Bouguer formula has been very generally applied in reducing pendulum observations to the level of the sea. This formula is $dg = +\frac{2gH}{r}\left(1-\frac{3\delta}{4\Delta}\right)$ where dg is the correction to observed gravity, g is gravity at sea level, H is elevation above sea level, r is radius of the earth, δ is density of matter lying above sea level, and Δ is mean density of the earth. The first term takes account of the distance from the earth's center, and the second term of the vertical attraction of the matter lying between sea level and the station, on the supposition that the latter is located on an indefinitely extended horizontal plain. Wherever the topography about a station departs materially from this conditon of a horizontal plain a third term must be added to the above formula, being a correction to the second term or to observed gravity on account of such irregularities. The Bouguer reduction thus takes no account of isostatic compensation and neglects all curvature of the sea-level surface, the topography being treated as if it were standing on a plain of indefinite extent.

The quantity $g_0 - \gamma_0$ is the apparent anomaly when the Helmert formula of 1901 is used in connection with the so-called reduction to sea level in free air only (0.0003086 *H*). This reduction ignores both the topography and the isostatic compensation. It takes account simply of the increased distance of the station from the earth's center when the station is above sea level.

A comparison of the anomalies by the Hayford method, on the one hand, with those by the two older methods, as shown in the columns headed $g_0'' - \gamma_0$, and $g_0 - \gamma_0$, on the other hand, will therefore show the merits of the Hayford method of reduction in comparison with the Bouguer and the free-air methods.

This comparison of the Hayford method with the Bouguer and free-air reductions is made because the Bouguer reduction postulates a total lack of compensation and a consequent high rigidity of the earth's crust while the free-air method assumes that each piece of topography is completely compensated for at zero depth. Besides, the Bouguer and free-air methods are those which have been most generally used.

The Hayford anomalies in the following table are based upon the Coast and Geodetic Survey formula of 1912 in which the first term is 978.038.

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Anomalies by Hayford, Bouguer, and free-air reductions.

		Anomaly				Anomaly		
_	Number and name of station	Hayford, 1912	Bouguer $(g_0''-\gamma_0)$	In free air $(g_0 - \gamma_0)$	Number and name of station	Hayford, 1912	Bouguer $(g_0''-\gamma_0)$	In free air $(g_0 - \gamma_0)$
12345	Key West, Fla. West Palm Beach, Fla. Punta Gorda, Fla. Apalachicola, Fla. New Orleans, La.	+0.005 +.018 +.010 .000 013	+0.048 +.057 +.038 +.023 +.008	$\begin{array}{c c} +0.048 \\ + .057 \\ + .038 \\ + .023 \\ + .008 \end{array}$	 Bismarck, N. Dak. Hinsdale, Mont. Sandpoint, Idaho. Bolise, Idaho. Astoria, Oreg. 	+0.002 + .029 + .002 + .008 013	$\begin{array}{r} -0.052 \\ -0.053 \\ -0.105 \\ -0.117 \\ +0.003 \end{array}$	+0.005 +.020 034 026 +.003
6 7 8 9 10	Rayville, La Galveston, Tex. Point Isabel, Tex. Laredo, Tex. Austin, Tex. (capitol)	+ .016 009 + .027 020 008	$\begin{array}{r} + .029 \\ + .006 \\ + .049 \\022 \\021 \end{array}$	$\begin{array}{r} + .032 \\ + .006 \\ + .050 \\009 \\003 \end{array}$	 Sisson, Cal. Rock Springs, Wyo. Paxton, Nebr. Washington, D. C. (Bureau of Standards). 	010 +.013 006 +.037	103 191 099 + .046	+ .013 + .020 + .004 + .057
11 12 13 14 15	Austin, Tex. (university) McAlester, Okla. Little Rock, Ark. Columbia, Tenn. Atlanta, Ga.	$\begin{array}{r}010 \\027 \\ + .030 \\ + .026 \\023 \end{array}$	023 045 + .030 + .017 036	$\begin{array}{r}003 \\018 \\ + .039 \\ + .040 \\001 \end{array}$	 North Hero, Vt	+ .001 + .006 + .021 010 020	004 017 +.011 014 032	.000 + .046 + .025 004 012
16 17. 18 19. 20.	McCormick, S. C Charleston, S. C Beaufort, N. C Charlottesville, Va Deer Park, Md	+ .015 021 021 013 + .010	+ .017 + .003 + .023 021 019	+ .035 + .003 + .023 003 + .059	 Virginia Beach, Va	048 +.036 +.010 044 017	015 + .045 + .036 027	015 +.058 +.035 018
21. 22. 23. 24.	Washington, D. C. (Coast and Geodetic Survey Office)	+ .037 + .039 011 + .022	+ .048 + .049 .000 + .037	+ .049 + .050 + .003 + .039	95. New Madrid, Mo 96. Mena, Ark 97. Nacogdoches, Tex 98. Alpine, Tex 99. Farwell, Tex	$\begin{array}{r} + .001 \\052 \\012 \\ + .021 \\016 \end{array}$	+ .001 066 005 088 132	+.010 029 +.004 +.062 +.003
20. 26. 27. 28. 29. 30.	Hoboken, N. J. New York, N. Y. Worcester, Mass. Boston, Mass. Cambridge, Mass.	019 + .024 + .022 020 + .005 + .005	004 +.039 +.037 014 +.024 +.022	+ .002 + .040 + .041 + .006 + .026 + .023	101. Helenwood, Tenn. 102. Cloudland, Tenn. 103. Hughes, Tenn. 104. Charleston, W. Va. 105. State College, Pa.	017 +.040 +.004 029 024 021	- .110 + .015 042 074 045 038	- .010 + .063 + .142 + .032 026 003
31. 32. 33. 34. 35.	Calais, Me Ithaca, N. Y Cleveland, Ohio Cincinnati, Ohio Terre Haute, Ind	008 023 003 019 009	+ .006 033 016 034 016	$\begin{array}{c} + .010 \\010 \\ + .005 \\009 \\ .000 \end{array}$	106. Fort Kent, Me. 107. Prentice, Wis. 108. Fergus Falls, Minn. 109. Sheridan, Wyo. 110. Boulder, Mont.	$\begin{array}{r}013 \\ + .024 \\006 \\ + .032 \\015 \end{array}$	$\begin{array}{c}021 \\005 \\034 \\116 \\181 \end{array}$	$\begin{array}{r}004 \\ + .042 \\ + .003 \\ + .009 \\014 \end{array}$
36. 37. 38. 39. 40.	Chicago, III Madison, Wis	007 005 005 016 + .014	012 024 014 038 029	$\begin{array}{r} + .008 \\ + .006 \\ + .004 \\009 \\ + .016 \end{array}$	111. Skykomish, Wash. 112. Olympia, Wash. 113. Heppner, Oreg. 114. Truckee, Cal. 115. Winnemucca, Nev.	$\begin{array}{r}028 \\ + .033 \\027 \\028 \\009 \end{array}$	$\begin{array}{r}087 \\ + .026 \\093 \\162 \\150 \end{array}$	$\begin{array}{r}067 \\ + .029 \\026 \\ + .037 \\005 \end{array}$
41. 42. 43. 44. 45.	Wallace, Kans. Colorado Springs, Colo. Pikes Peak, Colo. Denver, Colo. Gunnison, Colo.	012 007 + .021 016 + .020	105 188 204 182 229	004 006 + .216 023 + .027	116. Ely, Nev	$\begin{array}{r}021 \\ + .036 \\ + .014 \\ + .015 \\008 \end{array}$	207 113 039 011 018	$\begin{array}{r} + \ .007 \\ + \ .028 \\ + \ .009 \\ + \ .025 \\ - \ .003 \end{array}$
46. 47. 48. 49. 50.	Grand Junction, Colo Green River, Utah. Pleasant Valley Junction, Utah. Selt Lake City, Utah. Grand Canyon, Wyo	$\begin{array}{r} + .024 \\021 \\ + .004 \\ + .010 \\002 \end{array}$	158 180 187 146 208	019 056 + .036 023 + .044	121. Grand Rapids, Mich 122. Angola, Ind. 123. Albany, N. Y 124. Port Jarvis, N. Y 125. Atlantic City, N. J	$\begin{array}{r} + .002 \\ + .011 \\043 \\033 \\023 \end{array}$	008 001 048 035 + .003	$\begin{array}{r} + .013 \\ + .030 \\041 \\022 \\ + .003 \end{array}$
51. 52. 53. 54. 56.	Norris Geyser Basin, Wyo Lower Geyser Basin, Wyo Seattle, Wash. (university) San Francisco, Cal Mount Hamilton, Cal	+ .021 001 093 023 003	$\begin{array}{c}177 \\193 \\111 \\ + .019 \\ + .003 \end{array}$	$\begin{array}{r} + .060 \\ + .035 \\105 \\ + .030 \\ + .125 \end{array}$	 Bridgehampton, N. Y 127. Chatham, Mass. 128. Rockland, Me	022 014 015 018 039	$\begin{array}{c} + .005 \\ + .018 \\ + .003 \\031 \\047 \end{array}$	+ .006 + .018 + .004 003 043
56. 57. 58. 59. 60.	Seattle, Wash. (high school) Iron River, Mich. Ely, Minn Pembina, N. Dak. Mitchell, S. Dak.	093 + .038 + .023 + .019 + .001	$\begin{array}{r}111 \\ + .009 \\010 \\008 \\040 \end{array}$	103 + .060 + .039 + .018 + .003	131. Little Falls, N. Y 132. Watertown, N. Y. 133. Southport, N. Y. 134. Erle, Pa 135. Parkersburg, W. Va	024 025 030 027 024	038 032 047 040 042	023 016 018 018 022
61. 62. 63. 64. 65.	Sweetwater, Tex Kerrville, Tex El Paso, Tex Nogales, Ariz. Yuma, Ariz	$\begin{array}{r}029 \\ + .031 \\ + .007 \\050 \\ + .009 \end{array}$	$\begin{array}{r}064 \\003 \\111 \\132 \\ + .001 \end{array}$	$\begin{array}{r}012 \\ + .052 \\ + .016 \\004 \\ + .007 \end{array}$	136. Columbus, Ohio 137. Indianapolis, Ind 138. Springfield, Ill. 139. Lebanon, Mo. 140. Joplin, Mo.	$\begin{array}{c}012 \\ + .001 \\016 \\ + .011 \\ + .016 \end{array}$	028 012 023 012 012 + .009	$\begin{array}{r}003 \\ + .012 \\003 \\ + .031 \\ + .025 \end{array}$
66. 67. 68. 69. 70.	Compton, Cal. Goldfield, Nev. Yavapai, Ariz. Grand Canyon, Aris. Gallup, N. Mex.	$\begin{array}{c}050 \\013 \\ + .001 \\010 \\013 \end{array}$	041 166 162 173 211	042 + .022 + .043 098 + .009	141. Fort Smith, Ark 142. Texarkana, Ark 143. Hot Springs, Ark 144. Alexandria, La 145. Laurel, Miss	$\begin{array}{r}016 \\ + .011 \\ + .018 \\006 \\ + .014 \end{array}$	$\begin{array}{c}030 \\ + .009 \\ + .009 \\ + .008 \\ + .025 \end{array}$	$\begin{array}{r}015 \\ + .020 \\ + .030 \\ + .011 \\ + .083 \end{array}$
71. 72. 73. 74. 75.	Las Vegas, N. Mex Shamrock, Tex. Denison, Tex. Minneapolis, Minn Lead, S. Dak	+ .003 + .032 + .005 + .059 + .059 + .052	$ \begin{array}{r}189 \\031 \\012 \\ + .034 \\072 \end{array} $	+ .028 + .047 + .012 + .062 + .104	146. Richmond, Va 147. Emporia, Va 148. Greenville, N. C 149. Wilmington, N. C 150. Cheraw, S. C	+.003 +.013 018 031 +.002	+ .018 + .032 + .007 001 + .017	+ .021 + .036 + .009 .000 + .023

	Anomaly				Anomaly		
Number and name of station	Hayford, 1912	Bouguer $(g_o'' - \gamma_o)$	In free air $(g_0 - \gamma_0)$	Number and name of station	Hayford, 1912	Bouguer $(g_o''-\gamma_o)$	In free air $(g_0 - \gamma_0)$
151. Charlotte, N. C 152. Asheville, N. C 153. Cleveland, Tenn 154. Winston-Salem, N. C 155. Knoxville, Tenn	+0.025 005 023 038 021	+0.023 045 041 049 045	+0.048 +.029 013 018 014	186. A berdeen, S. Dak 187. Faith, S. Dak 188. Marmarth, N. Dak 189. Towner, N. Dak 190. Crosby, N. Dak	+0.012 +.015 +.035 +.032 +.017	-0.029 058 051 014 041	+0.015 +.029 +.041 +.036 +.026
 Bristol, Va	015 036 017 001 014	$\begin{array}{r}052 \\ + .001 \\ + .011 \\ + .030 \\ + .012 \end{array}$	+.005 +.001 +.014 +.030 +.015	191. Crookston, Minn 192. Poplar, Mont 193. Miles City, Mont 194. Huntley, Mont 195. Lander, Wyo.	+ .011 + .019 + .030 + .011 + .019	016 050 061 105 182	$\begin{array}{c} + .013 \\ + .018 \\ + .018 \\003 \\001 \end{array}$
161. Cedar Keys, Fla 162. Macon, Ga. 163. Albany, Ga. 164. Pensacola, Fla. 165. Opelika, Ala.	$\begin{array}{r}021 \\ + .019 \\ + .002 \\014 \\026 \end{array}$	+ .003 + .023 + .015 + .008028	$\begin{array}{r} + .003 \\ + .034 \\ + .021 \\ + .008 \\001 \end{array}$	196. Farlbault, Minn 197. St. James, Minn 198. Edgemont, S. Dak 199. Dawson, Minn 200. Cokato, Minn	+ .036 + .006 + .054 + .017 + .006	+ .011 020 067 014 019	+ .044 + .016 + .050 + .022 + .017
166. Huntsville, Ala 167. Arkansas City, Ark 168. Memphis, Tenn 160. Mammoth Spring, Ark 170. Hopkinsville, Ky	$\begin{array}{r}023 \\012 \\ + .013 \\ + .013 \\ + .006 \end{array}$	$\begin{array}{r}034 \\004 \\ + .015 \\ + .002 \\ + .001 \end{array}$	$\begin{array}{r}012 \\ + .001 \\ + .023 \\ + .019 \\ + .020 \end{array}$	201. Wasta, S. Dak., 202. Moorcroft, Wyo 203. Duluth, Minn 204. Osage, Iowa 205. Randolph, Nebr	+ .030 + .021 + .050 026 + .002	$\begin{array}{r}052 \\109 \\ + .025 \\050 \\042 \end{array}$	+ .025 + .034 + .048 011 + .015
171. Danville, Ky 172. Clifton Forge, Va 173. Greenville, Ala 174. Birmingham, Ala. 175. Lexington, Va	$\begin{array}{r} - & .030 \\ - & .034 \\ - & .011 \\ - & .033 \\ - & .024 \end{array}$	043 065 001 034 047	$\begin{array}{c}010 \\029 \\ + .013 \\014 \\011 \end{array}$	206. Valentine, Nebr 207. Wheeling, W. Va 208. Leon, Iowa 209. Laurel, Md 210. Harrisburg, Pa	$\begin{array}{r} + .018 \\029 \\008 \\ + .034 \\029 \end{array}$	058 047 031 + .043 031	$\begin{array}{r} + .030 \\024 \\ + .007 \\ + .049 \\019 \end{array}$
176. Prestonsburg, Ky 177. Traverse City, Mich 178. Sensy, Mich 179. Oconto, Wis 180. Grand Rapids, Wis	$\begin{array}{r}024 \\ + .001 \\ + .001 \\025 \\042 \end{array}$	042 009 008 038 063	$\begin{array}{r} + .020 \\ + .011 \\ + .016 \\018 \\029 \end{array}$	211. Pittsburg, Pa 212. Rockville, Md 213. Upper Marlboro, Md 214. Fairfax, Va 215. Crisfield, Md	$\begin{array}{r}023 \\ + .046 \\ + .013 \\ + .036 \\029 \end{array}$	$\begin{array}{r}041 \\ + .053 \\ + .027 \\ + .042 \\002 \end{array}$	$\begin{array}{r}015 \\ + .067 \\ + .028 \\ + .055 \\002 \end{array}$
181. Winona, Minn. 182. Baldwin, Wis 183. Cumberland, Wis 184. Camberlage, Minn. 185. Brainerd, Minn.	$\begin{array}{r} + .015 \\050 \\049 \\027 \\ + .012 \end{array}$	006 074 074 051 018	$\begin{array}{c} + .017 \\036 \\033 \\017 \\ + .023 \end{array}$	216. Fredericksburg, Va 217. Dover, Del. 218. North Tamarack, Mich 219. Hagerstown, Md	+.005 010 +.031 049	+.015 +.010 +.019 053	+ .017 + .011 + .059 035

Anomalies by Hayford, Bouguer, and free-air reductions-Continued.

The mean values of the anomalies with and without regard to sign are shown in the following table:

	Anomaly		
	Hayford,	Bouguer	In free air
Mean with regard to sign 219 stations. Mean without regard to sign 219 stations. Mean with regard to sign 217 stations (Seattle stations omitted). Mean without regard to sign 217 stations (Seattle stations omitted).	-0.003 .020 002 .019	-0.037 .050 036 .049	+0.012 + .013 + .013

The mean without regard to sign is much larger by the free air and the Bouguer than the Hayford reductions and for the Bouguer it is so large as to show that the condition upon which it is based, namely, that of a rigid earth, is very far from the truth.

There are only two Hayford anomalies greater than 0.059 dyne, and those are at Seattle, Wash., at stations so close together that they should be considered really only one station. The maximum free-air anomaly is at Pikes Peak, Colo. (No. 43), and is +0.216 dyne. The maximum Bouguer anomaly is -0.229 at Gunnison, Colo. (No. 45).

The following table gives for the three methods the number of anomalies which fall within certain limits:

	Number of anomalies				Number of anomalies		
Limits of anomalies in dynes	Hayford, 1912	Bouguer	In free air	Limits of anomalies in dynes	Hayford, 1912	Bouguer	In free air
0.200 to 0.300. .100 to .200. .090 to .100 .090 to .000. .070 to .080. .060 to .070.	0 2 0 0 0	ら 31回照415	1 5 1 0 7	0.050 to 0.060	8 28 54 69 50	13 29 28 24 37 38	11 18 20 40 55 56

Number of anomalies of different magnitudes.

An inspection of the data in this table shows that the anomalies by the Hayford 1912 method are distributed in fair agreement with the law of distribution of accidental errors. There is no indication of any decided systematic error for those anomalies. On the other hand, the distribution of the anomalies by each of the older methods of reduction departs greatly from the law of distribution of accidental errors and indicates that there are substantial systematic errors present.

GRAVITY ANOMALY MAPS.

The 1912 Hayford anomalies for the 219 stations in the United States and the 42 stations in Canada are shown in figure 11. The contours were drawn mechanically. The whole area covered by the stations was laid out in triangles, each triangle having as its apexes three contiguous stations. In all cases where there was a choice those stations were selected which gave most nearly an equiangular triangle. The points on the contours were determined by interpolations along the triangle sides between the stations at their ends. There are several places where sharp angles in the contours were taken out and the contours rounded, but these are of very minor importance.

The map shows no relations between the anomalies and the topography except for coast topography, but it does seem to show some relation between the anomalies and the geologic formation. Along the coast where the geologic formation is generally Cenozoic the anomaly areas are mostly negative. The large area of Paleozoic formation which extends westward from Pennsylvania is mostly negative, while the large Mesozoic and pre-Cambrian areas in the Dakotas, Minnesota, and in Montana and Wyoming tend to be positive. (See fig. 17.)

Figure 15 shows the gravity anomaly contours in the vicinity of the District of Columbia. These are so intricate that they could not be shown well on the small scale of figure 11.

Figure 12 shows the 1916 Hayford anomalies and the gravity contours for the 219 stations in the United States, and figure 16 the 1916 anomalies and contours for the area surrounding the District of Columbia. These two maps differ very little from figures 11 and 15 showing the 1912 contours.

Figure 13 shows the Bouguer anomalies at the 219 stations in the United States and the anomaly contours. Little comment is needed in regard to this map. It was constructed in the same way as the 1912 and 1916 Hayford anomaly maps. It shows in a very impressive manner the close relations between the Bouguer anomalies and the character of the topography.

Figure 14 shows the free-air anomaly contours for the United States. This shows in a striking manner the relation between the free-air anomalies and the elevations of the stations.

Figures 13 and 14 seem to prove conclusively that the earth's crust is not rigid and also that it is not highly plastic. On the other hand, figures 11 and 12 for the Hayford anomalies prove that the condition of isostasy with the compensation distributed to a considerable depth is very near the truth.

AGREEMENT AS TO POSITIVE AND NEGATIVE AREAS DEDUCED FROM GRAVITY AND FROM DEFLECTION DATA.

In figure 18 are shown the 1912 Hayford anomalies for the 219 stations in the United States and the differences between the observed and the computed values of the deflection of the vertical at many astronomic stations used by Hayford.^a There are also shown a number of ovals inclosing areas in each of which, according to Hayford, the density of the material in the earth's crust is abnormal. They were drawn by him before any results of the gravity reductions were available.

In some of these areas gravity stations have been established, and in no case is there a conflict in the sign of the area as indicated and the sign of the gravity anomaly. There are many of the gravity stations not within these positive and negative areas as shown on the illustration which agree with the deflections of the vertical in their locality.

The two classes of data supplement each other and frequently give a rather definite idea as to the direction from the station of the area under which the cause of a deflection of the vertical is located. For instance, if an arrow in figure 18, which shows by its length the size of the unaccounted-for deflection, is close to a gravity station, the latter being in prolongation of the resultant deflection, the gravity anomaly by its sign will indicate whether the plumb line is attracted in the direction of the arrow or repelled from the opposite side. It may be said that the gravity and deflection data are in general in close accord.

^a Supplemental Investigation in 1909 of the Figure of the Earth and Isostasy.
Chapter IV .- RELATION BETWEEN THE GRAVITY ANOMALIES AND THE TOPOGRAPHY.

A severe test of the reasonableness of a method of reduction of gravity stations is whether the anomalies are different in size and sign, on an average, for different characters of topography.

There are given below five tables, for as many different characters of topography, which contain the anomalies by four methods of reduction. The first method may be called the Hayford, 1912. In this method isostasy is considered complete, and the compensation is assumed to be directly under the station and uniformly distributed to a depth of 113.7 km. The formula used in this method for computing the theoretical gravity at a station is what is called the United States Coast and Geodetic Survey 1912 formula, in which the gravity at the equator is given as 978.038 dynes. The reciprocal of the flattening is 1/298.2 (the Helmert value of 1901; see p. 113). The second method is similar to the first one, except that the depth of compensation is 60 km., and the formula used gives a value of gravity at the equator of 978.040 dynes. Each of these methods is based on the theory of isostasy. The values of the depth and the equatorial gravity used in the second method were derived from a solution of all the data in the United States, from which was obtained the United States Coast and Geodetic Survey 1916 formula for the United States. The derivation of this formula is given on page 123.

The third method is the Bouguer, in which topography is considered, but the isostatic compensation is not. It postulates a rigid crust of the earth. The fourth method is the free air, in which neither the topography nor the compensation is taken into account. It postulates a very plastic crust with the compensation at zero depth. The Helmert formula of 1901 was used in computing the theoretical gravity at the latitude of the stations for the Bouguer and the free-air methods.

At the end of the five tables there is given a table of the mean anomalies with and without regard to sign.

HAYFORD, BOUGUER, AND FREE-AIR ANOMALIES, ARRANGED IN GROUPS ACCORDING TO TOPOGRAPHY.

			Anomaly.							
	Number and name of station	from 1000- fathom line	Hayford, 1912; depth, 113.7 km	Hayford, 1916; depth, 60.0 km	Bouguer (go''-yo)	In free air (go-yo)				
54. 18. 80. 90. 92.	San Francisco, Cal Beautort, N. C Astoria, Oreg Virginia Beach, Va Fernandina, Fla	<i>Kiiometers</i> 85 95 120 130 145	$-0.023 \\ -0.021 \\ -0.013 \\ -0.048 \\ +0.010$	$ \begin{array}{r} -0.010 \\008 \\010 \\039 \\ +.015 \\ \end{array} $	+0.019 +.023 +.003 015 +.036	+0.030 +.023 +.003 015 +.035				
1. 125. 8. 126. 215.	Key West, Fla. Atlantic City, N. J. Point Isabel, Tex Bridgebampton, N. Y. Crisfield, Md.	150 160 160 180 185	+ .005 023 + .027 022 029	$\begin{array}{r} + .015 \\018 \\ + .030 \\016 \\023 \end{array}$	+ .048 + .003 + .049 + .005 002	+ .048 + .003 + .050 + .006 002				
149. 164. 127. 5. 4.	Wilmington, N. C Pensacola, Fla Chatham, Mass New Orleans, La Apalachicola, Fla	100 190 195 210 225	031 014 014 013 .000	024 010 007 010 + .004	$\begin{array}{r}001 \\ + .008 \\ + .018 \\ + .008 \\ + .023 \end{array}$.000 + .008 + .018 + .018 + .008 + .023				
27. 26. 66. 2. 161.	New York, N. Y Hoboken, N. J Compton, Cal West Paim Beach, Fla. Cedar Keys, Fla	225 230 230 243 260	$\begin{array}{r} + .022 \\ + .024 \\050 \\ + .018 \\021 \end{array}$	+ .025 + .027 049 + .027 016	+ .037 + .039 041 + .057 + .003	+ .041 + .040 042 + .067 + .003				
3. 29. 30. 17. 7.	Punta Gorda, Fla Boston, Mass Cambridge, Mass Charleston, S. C Galveston, Tex	280 300 300 305 330	+ .010 + .005 + .005 021 009	+ .017 + .008 + .009 016 008	+ .038 + .024 + .022 + .003 + .006	+ .038 + .026 + .023 + .003 + .006				
159. 128.	Titusville, Fla Rockland, Me	330 350	001 015	+ .007 013	+ .030 + .003	+ .030 + .004				
	Mean with regard to sign		009 .018	003 .017	+ .017 .021	+ .017				

Twenty-seven coast stations, in the order of their distances from the 1000-fathom line.

			Anomaly				
	Number and name of station	Distance from the open coast	Hayford, 1912; depth, 113.7 km	Hayford, 1916; depth, 60 km	Bouguer (go"-γo)	In free air (go-yo)	
157. 31. 25. 93. 217.	Homestead, Fla. Calais, Me. Princeton, N. J. Wilmer, Ala. Dover, Del.	Kilometers 50 60 65 65	0.036 008 019 044 010	-0.028 007 016 042 006	+0.001 +.006 004 027 +.010	+0.001 +.010 +.002 018 +.011	
23. 28. 160. 24. 124.	Baltimore, Md. Worcester, Mass. Leeshurg, Pla Philadelphia, Pa. Port Jervis, N. Y.	75 85 85 90 100	$\begin{array}{r}011 \\020 \\014 \\ + .022 \\033 \end{array}$	$\begin{array}{r}008 \\015 \\008 \\ + .025 \\027 \end{array}$	$\begin{array}{r} .000 \\014 \\ + .012 \\ + .037 \\035 \end{array}$	+ .003 + .006 + .015 + .039 022	
158. 148. 81. 147. 150.	Sebring, Fla Greenville, N. C. Sisson, Cal. Emporia, Va. Cheraw, S. C.	110 130 142 -145 150	017 018 010 + .013 + .002	$\begin{array}{r}010 \\012 \\ + .009 \\ + .016 \\ + .005 \end{array}$	$\begin{array}{r} + .011 \\ + .007 \\103 \\ + .032 \\ + .017 \end{array}$	+ .014 + .009 + .013 + .036 + .023	
146. 213. 173. 209. 21.	Richmond, Va. Upper Marlboro, Md. Greenville, Ala Laurel, Md. Washington, D. C. (Coast and Geodetic Survey office)	150 150 160 160 170	+.003 +.013 011 +.034 +.037	+.005 +.016 009 +.036 +.038	+ .018 + .027 001 + .043 + .048	+.021 +.028 +.013 +.049 +.049	
22. 163. 145. 84. 216.	Washington, D. C. (Smithsonian Institution) Albauy, Ga. Laurel, Miss. Washington, D. C. (Bureau of Standards). Fredericksburg, Va.	170 170 170 175 180	+ .039 + .002 + .014 + .037 + .005	+.040 +.005 +.016 +.039 +.007	+ .049 + .015 + .025 + .046 + .015	+ .050 + .021 + .033 + .057 + .017	
144. 212. 214. 91. 9.	Alexandria, La. Rockville, Md. Fairfax, Va. Durham, N. C. Laredo, Tex.	190 190 200 210 215	$\begin{array}{c}006 \\ + .046 \\ + .036 \\ + .036 \\020 \end{array}$	$\begin{array}{r}005 \\ + .048 \\ + .037 \\ + .038 \\022 \end{array}$	+.008 +.053 +.042 +.045 022	+ .011 + .067 + .055 + .058 009	
65. 97. 123. 16. 10.	Yuma, Ariz. Nacogdoches, Tex. Albany, N. Y. McCormick, S. C. Austin, Tex. (capitol).	220 220 235 245	$\begin{array}{r} + .009 \\012 \\043 \\ + .015 \\008 \end{array}$	+ .006 013 041 + .017 008	$\begin{array}{r} + .001 \\005 \\048 \\ + .017 \\021 \end{array}$	+ .007 + .005 041 + .035 003	
11. 19. 151. 219. 162.	Austin, Tex. (university). Charlottesville, Va. Charlotte, N. C. Hagerstown, Md Macon, Ga.	245 250 250 250 250 265	$ \begin{array}{r}010 \\013 \\ + .025 \\049 \\ + .019 \end{array} $	$\begin{array}{r}010 \\011 \\ + .029 \\046 \\ + .021 \end{array}$	$\begin{array}{r}023 \\021 \\ + .023 \\058 \\ + .023 \end{array}$	003 003 + . 048 035 + . 034	
165. 32. 94. 62. 106.	Opelika, Ala. Ithaca, N. Y. Aliceville, Ala. Kerrville, Tex. Fort Kent, Me.	265 305 305 310 315	$\begin{array}{r}026 \\023 \\017 \\ + .031 \\013 \end{array}$	020 020 017 + .035 014	028 033 010 003 021	001 010 001 + .052 004	
6.	Rayville, La	325	+ .016	+ .017	+ .029	+.032	
	Mean with regard to sign		001	+ .002 .020	+ .004 .025	+ .017	

Forty-six stations near the coast, in the order of their distances from the open coast.

Eighty-eight stations in the interior and not in mountainous regions, arranged in the order of elevation.

			Anomaly.					
	Number and name of station	Elevation	Hayford, 1912; depth, 113.7 km	Hayford, 912; depth, 113.7 km 60 km		In free air (g_o		
167. 95. 168. 88. 13.	Arkansas City, Ark New Madrid, Mo. Memphis, Tenn. Wilson, N. Y. Little Rock, Ark.	Meters 44 79 80 87 89	$\begin{array}{r} -0.012 \\ + .001 \\ + .013 \\010 \\ + .030 \end{array}$	-0.012002 + .012013 + .027	$\begin{array}{r} -0.004 \\ + .001 \\ + .015 \\014 \\ + .030 \end{array}$	+0.001 + .010 + .023 004 + .039		
142. 87. 141. 132. 35.	Texarkana, Ark Potsdam, N. Y. Fort Smith, Ark Watertown, N. Y. Terre Haute, Ind.	130 135 147 151	$\begin{array}{r} + .011 \\ + .021 \\016 \\025 \\009 \end{array}$	+.009 +.021 018 024 010	+ .009 + .011 030 032 016	+ .020 + .025 015 016		
38. 169. 120. 170. 89.	St. Louis, Mo. Mammoth Spring, Ark. Keithsburg, Ill. Hopkinsville, Ky. Alpena, Mich.	154 156 167 176 178	$\begin{array}{c}005 \\ + .013 \\008 \\ + .006 \\029 \end{array}$	$\begin{array}{r}007 \\ + .013 \\008 \\ + .007 \\019 \end{array}$	$\begin{array}{r}014 \\ + .002 \\018 \\ + .001 \\032 \end{array}$	+ .004 + .019 003 + .020 012		

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INVESTIGATIONS OF GRAVITY AND ISOSTASY.

Eighty-eight stations in the interior and not in mountainous regions, arranged in the order of elevation-Continued.

		Anomaly					
Number and name of station	Elevation	Hayford, 1912; depth, 113.7 km	Hayford, 1916; depth, 60 km	Bouguer (go"-γo)	In free air (g ₀ —γ ₀)		
174. Birmingham, Ala. 177. Traverse City, Mich. 179. Oconto, Wia. 36. Chicago, Ill. 138. Springfield, Ill.	Meters 179 180 181 182 183	-0.033 +.001 025 007 016	-0.030 .000 027 009 017	-0.034 009 038 012 023	-0.014 + .011 018 + .008 003		
104. Charleston, W. Va	184 185 190 198 200	$\begin{array}{c}024 \\024 \\ + .018 \\027 \\023 \end{array}$	024 023 + .018 027 021	$\begin{array}{r}045 \\042 \\ + .009 \\040 \\034 \end{array}$	$\begin{array}{r}026 \\022 \\ + .030 \\018 \\012 \end{array}$		
181. Winona, Minn	201 205 207 210 216	+ .015 029 + .026 003 + .050	+ .015 026 + .028 003 + .049	$\begin{array}{c}006 \\047 \\ + .017 \\016 \\ + .025 \end{array}$	+ .017 024 + .040 + .005 + .048		
137. Indianapolis, Ind 178. Seney, Mich 73. Denison, Tex 136. Columbus, Ohio 211. Pittsburg, Pa	217 223 230 230 231 235	$\begin{array}{r} + .001 \\ + .001 \\ + .005 \\012 \\023 \end{array}$	+ .002 + .002 + .004 011 022	$\begin{array}{r}012 \\008 \\012 \\028 \\041 \end{array}$	+ .012 + .016 + .012 003 015		
121. Grand Rapids, Mich. 12. McAlester, Okia 59. Pembina, N. Dak. 34. Cincinnati, Ohio	238 140 243 245 25	+ .002 027 + .019 019 + .059	+ .002 028 + .015 019 + .057	$\begin{array}{r}008 \\045 \\008 \\034 \\ + .034 \end{array}$	+ .013 018 + .018 009 + .062		
191. Crookston, N. Dak. 133. Bouthport, N. Y. 37. Madison, Wiss. 39. Kansas City, Mo	260 266 270 278 284	$\begin{array}{r} + .011 \\030 \\005 \\016 \\038 \end{array}$	+ .008 024 005 018 034	$\begin{array}{r}016 \\047 \\024 \\038 \\049 \end{array}$	$\begin{array}{c} + .013 \\018 \\ + .006 \\009 \\018 \end{array}$		
171. Danville, Ky 196. Faribault, Minn 104. Joplin, Mo 184. Cambridge, Minn 180. Grand Rapids, Wis	500 301 303 303 306	$\begin{array}{r}030 \\ + .036 \\ + .016 \\027 \\042 \end{array}$	$\begin{array}{r}026 \\ + .035 \\ + .016 \\028 \\042 \end{array}$	$\begin{array}{r}043 \\ + .011 \\009 \\051 \\063 \end{array}$	010 + .044 + .025 017 029		
122. Angola, Ind	318 319 123 324 129	+ .011 + .006 + .017 023 + .006	$\begin{array}{r} + .012 \\ + .005 \\ + .015 \\021 \\ + .005 \end{array}$	$\begin{array}{r}001 \\019 \\014 \\036 \\020 \end{array}$	$\begin{array}{r} + .030 \\ + .017 \\ + .022 \\001 \\ + .016 \end{array}$		
119. Fort Dodge, Iowa	340 342 344 356 066	+ .015 050 008 026 006	$\begin{array}{r} + & .013 \\ - & .051 \\ - & .008 \\ - & .025 \\ - & .008 \end{array}$	011 074 031 050 034	$\begin{array}{r} + .025 \\036 \\ + .007 \\011 \\ + .003 \end{array}$		
 Brainerd, Minn	367 368 370 380 385	$\begin{array}{r} + .012 \\052 \\ + .031 \\049 \\ + .011 \end{array}$	$\begin{array}{r} + .012 \\051 \\ + .031 \\048 \\ + .012 \end{array}$	$\begin{array}{r}018 \\066 \\ + .019 \\074 \\ + .012 \end{array}$	+ .023 029 + .059 033 + .031		
186. Aberdeen, S. Dak. 60. Mitchell, S. Dak. 58. Ely, Minn. 189. Towner, N. Dak. 118. Pierre, S. Dak.	396 448 451 454	+ .012 + .001 + .023 + .032 + .014	+ .009 003 + .023 + .030 + .009	029 040 010 014 039	+ .015 + .003 + .039 + .036 + .009		
57. Iron River, Mich	458 469 515 516	$\begin{array}{r} + .038 \\ + .014 \\ + .024 \\ + .002 \\ + .002 \\ + .002 \end{array}$	+ .041 + .012 + .026 .000 .000	$\begin{array}{r} + .009 \\029 \\005 \\042 \\052 \end{array}$	+ .060 + .016 + .042 + .015 + .005		
190. Crosby, N. Dak	598 608 655 1011 708	$\begin{array}{r} + .017 \\ + .019 \\029 \\ + .029 \\ + .032 \end{array}$	$\begin{array}{r} + .015 \\ + .015 \\028 \\ + .024 \\ + .034 \end{array}$	041 050 084 053 031	+ .026 + .018 012 + .020 + .047		
193. Milles City, Mont	718 785 786 822 932	$\begin{array}{r} + .030 \\ + .018 \\ + .015 \\ + .035 \\006 \end{array}$	$\begin{array}{r} + .028 \\ + .020 \\ + .014 \\ + .036 \\005 \end{array}$	061 058 058 051 099	+ .018 + .030 + .029 + .041 + .004		
100. Guymon, Okla 41. Wallace, Kans 99. Farwell, Tax	1005 1259	017 012 016	016 009 013	110 105 132	- . 010 004 + . 003		
Mean with regard to sign		001 .019	001 .019	028 .033	+ .009		

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Thirty-six stations in mountainous regions and below the general level, arranged in the order of their distances below the general level.

Gamma				Anomaly					
	Number and name of station	within 100 miles of station minus elevation of station	Elevation of station	Hayford, 1912 ; depth, 113.7 km	Hayford, 1916; depth, 60 km	Bouguer (go''-yo)	In free air $(g_0 - \gamma_0)$		
70. 156. 105. 202. 67.	Gallup, N. Mex. Bristol, Va. State College, Pa. Moorcroft, Wyo. Goldfield, Nev.	Meters 30 32 33 52 112	Meters 1990 514 358 1295 1716	$ \begin{array}{r} -0.013 \\015 \\021 \\ +.021 \\013 \\ \end{array} $	-0.001 007 017 +.024 001	-0.211 052 038 109 166	+0.009 + .005 003 + .034 + .022		
153. 210. 175. 172. 85.	Cleveland, Tenn Harrisburg, Pa Lexington, Va. Clifton Forge, Va. North Hero, Vt.	123 125 126 157 167	263 104 324 325 35	023 029 024 034 + .001	020 027 019 027 002	041 031 047 065 004	013 019 011 029 .000		
176. 131. 155. 201. 63.	Prestonsburg, Ky. Little Falls, N. Y. Knoxville, Tenn. Wasta, S. Dak. El Paso, Tex.	180 198 200 201 205	193 137 280 706 1146	$\begin{array}{r}024 \\024 \\021 \\ + .030 \\ + .007 \end{array}$	$\begin{array}{r}022 \\021 \\019 \\ + .026 \\ + .010 \end{array}$	042 038 045 052 111	020 023 014 + . 025 + . 016		
198. 113. 130. 112. 110.	Edgamont, S. Dak Heppner, Oreg Whitehall, N. Y. Olympia, Wash. Bonlder, Mont.	208 264 290 306 307	1066 598 38 19 1493	+ .054 027 039 + .033 015	+ .054 030 037 + .029 006	067 093 047 + .026 181	+ .050 026 043 + .029 014		
111. 117. 115. 109. 82.	Skykomish, Wash. Guernsey, Wyo Winnemucea, Nev Sheridan, Wyo. Rock Springs, Wyo.	322 324 346 378 379	280 1322 1311 1150 1910	028 + .036 009 + .032 + .013	$\begin{array}{r}019 \\ + .035 \\006 \\ + .035 \\ + .020 \end{array}$	087 113 150 116 191	+ .067 + .028 005 + .009 + .020		
45. 194. 42. 195. 49.	Gunnison, Colo Huntley, Mont Colorado Springs, Colo Lander, Wyo Salt Lake City, Utah	380 385 420 536 570	2340 919 1841 1635 1322	+ .020 + .011 007 + .019 + .010	+ .037 + .007 + .003 + .024 + .011	229 105 188 182 146	+ .027 003 006 001 023		
44. 79. 78. 69. 46.	Denver, Colo Boise, Idaho Sandpoint, Idaho Grand Canyon, Ariz Grand Junction, Colo	574 575 588 824 850	1638 821 017 849 1398	$\begin{array}{c}016 \\ + .008 \\ + .002 \\010 \\ + .024 \end{array}$	$\begin{array}{c}018 \\ + .002 \\ .000 \\001 \\ + .024 \end{array}$	$\begin{array}{r}182 \\117 \\105 \\173 \\158 \end{array}$	023 026 034 098 019		
47.	Green River, Utah	870	1243	021	026	180	056		
	Mean with regard to sign Mean without regard to sign			003	.000	107	008		

Twenty stations in mountainous regions and above the general level, arranged in the order of their distances above the general level.

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		Eleva- tion of		Anomaly				
	Number and name of station	station minus average elevation within 100 miles	Eleva- tion of station	Hayford, 1912; depth, 113.7 km	Hayford, 1916; depth, 60 km	Bouguer $(g_0''-\gamma_0)$	In free Bir (90-70)	
129. 71. 116. 101. 52.	Lancaster, N. H. Las Vegas, N. Mex. Ely, Nev. Helenwood, Tenn. Lower Geyser Basin, Wyo.	Meters. 1 18 19 33 63	Meters. 251 1960 1062 422 2200	$\begin{array}{r} -0.018 \\ + .003 \\021 \\ + .040 \\001 \end{array}$	$\begin{array}{r} -0.011 \\ + .016 \\003 \\ + .045 \\ + .015 \end{array}$	0. 031 189 207 + .015 193	$ \begin{array}{r} -0.003 \\ +.028 \\ +.007 \\ +.063 \\ +.035 \\ \end{array} $	
51. 48. 152. 50. 98.	Norris Geyser Basin, Wyo. Pleasant Valley Junction, Utah. Asheville, N. C. Grand Canyon, Wyo. Alpine, Tex.	139 147 180 241 265	2276 2191 670 2385 1359	$\begin{array}{r} + .021 \\ + .004 \\005 \\002 \\ + .021 \end{array}$	+.038 +.021 +.009 +.017 +.034	177 187 045 208 088	+ .060 + .036 + .029 + .044 + .062	
64. 20. 103. 75.	Nogales, Ariz Deer Park, Md Lake Placid, N. Y. Hughes, Tenn Lead, S. Dak	288 291 306 427 468	1181 770 571 994 1600	$\begin{array}{r}050 \\ + .010 \\ + .006 \\029 \\ + .052 \end{array}$	$\begin{array}{r}040 \\ + .022 \\ + .016 \\012 \\ + .062 \end{array}$	132 019 017 074 072	$\begin{array}{r}004 \\ + .059 \\ + .046 \\ + .032 \\ + .104 \end{array}$	
68. 114. 55.	Yavapai, Ariz Truckeo, Cal Mount Hamilton, Cal Cloudiand, Tenn Pikes Peak, Colo	512 512 1202 1324 2035	2179 1805 1282 1890 4221	$\begin{array}{c} + .001 \\028 \\003 \\ + .004 \\ + .021 \end{array}$	+ .012 .000 + .013 + .021 + .045	$\begin{array}{r}162 \\162 \\ + .003 \\042 \\204 \end{array}$	$\begin{array}{r} + .043 \\ + .037 \\ + .125 \\ + .142 \\ + .216 \end{array}$	
	Mean with regard to sign Mean without regard to sign.			+.001	+ .016 .022	110	+.058	

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Mean anomalies.

WITH REGARD TO SIGN.

		Mean anomaly.						
*	Number of stations	Hayford, 1912; depth, 113.7 km	Hayford, 1916; depth, 60 km	Bouguer	In free air			
Coast stations Stations near the coast Stations in the interior, not in mountainous regions. Stations in mountainous regions, below the general level. Stations in mountainous regions, above the general level. All stations (except the two Seattle stations).	27 46 88 36 20 217	$ \begin{array}{r} -0.009 \\001 \\001 \\003 \\ +.001 \\002 \\ \end{array} $	$\begin{array}{r} -0.003 \\ + .002 \\001 \\ .000 \\ + .016 \\ + .001 \end{array}$	$\begin{array}{r} +0.017 \\ +.004 \\028 \\107 \\110 \\036 \end{array}$	+0.017 +.017 +.006 006 +.058 +.013			
WITHOUT REGARD TO	SIGN.							
Coast stations	27 46 88 86 217	0.018 .021 .019 .020 .017 .019	0.012 .020 .019 .018 .022 .019	0.021 .025 .033 .108 .111 .049	0. 022 023 020 024 024 059 025			

Anomalies for all stations treated as a single group.

		Ano	maly	
a second and a second and a second as a	Hayford, 1912; depth, 113.7 km	Bouguer	In free air	
Mean with regard to sign, 219 stations. Mean without regard to sign, 219 stations. Mean with regard to sign, 217 stations (Seattle stations omitted). Mean without regard to sign, 217 stations (Seattle stations omitted).	-0.003 .020 002 .019	0.000 .020 +.001 .019	-0.037 .050 038 .049	+0.012 .026 + .013

The mean anomalies with regard to sign for the Bouguer reduction show a remarkable range in values from ± 0.017 dyne for the coast stations to -0.110 dyne for stations in mountainous regions which are above the general level. The other classes of topography have mean Bouguer values which fall between these extremes. The value which is nearest zero is for the stations near but not on the coast; that is, on the coastal plains. The effect of ignoring the compensation here should have little effect as the topography is in general very low. We may conclude that there are decided relations between the Bouguer anomalies and the character of the topography. Therefore it is certain that the earth's crust is not rigid with the oceans and continents held in place as a result of its rigidity. The Bouguer method is certainly not based upon correct principles.

The free-air anomalies have means with regard to sign for the five topographic groups which range from -0.008 for mountain stations below the general level to +0.058 for those mountain stations which are above the general level. The coast stations and those near but not on the coasts have mean anomalies, with sign considered, of +0.017. The stations in the interior not in mountain regions have a mean of +0.009. If the mean of the 1912 and 1916 values for the gravity at the equator, which is 0.009 dyne greater than the Helmert 1901 value, had been used, the mean of the anomalies by the free-air method for the stations in the interior and not in mountainous regions would have been zero. This is as one might expect, for the effects of the distant topography and compensation are not large (see tables on pp. 20 to 48) and the effect of the near topography on a plain is almost exactly balanced by the isostatic compensation. It is a fact which should be kept in mind when studying the effect of topography and isostatic compensation that the attractive effect of a mass of a much greater thickness, with a correspondingly smaller density and the same great horizontal extent. As an example, a disk of material 100 feet thick of density 2.67 and 1000 miles in horizontal radius will have practically the same attraction as a mass 100 000 feet thick with a density of 0.00267 and as before 1000 miles in horizontal dimensions from the center of the disk. Therefore we have the attractive effect of the topography of a plain of great dimensions exactly or nearly balanced by the effect of the compensation. (See p. 72.)

The mean of the 1912 Hayford anomalies with regard to sign is only -0.002 (omitting the Seattle stations) and the mean value for each of the five topographic groups is small except one. The mean of the coast station anomalies is -0.009. This mean anomaly may be explained in part by the fact that nearly all the material along the coasts belongs to the Cenozoic or recent formation, and authorities give its density as ranging from 2.40 to 2.50. (See table on p. 215 of "The Strength of the Earth's Crust" by Joseph Barrell in Volume XXII of Journal of Geology.) This material is no doubt of considerable thickness at many parts of the coasts. It is shown on pages 70 to 83 under the heading "Relation between the gravity anomalies and the geologic formation" that the presence of light material in the earth's crust near a station would tend to make the computed value of gravity too great and the difference between the observed and computed values would tend to be negative. If we should eliminate from consideration the coast stations or assume that the value -0.009 is explained by the presence of the Cenozoic material, then the mean with regard to sign of the anomalies for the various topographic groups is never more than 0.003 dyne from the mean for all stations, and three of the groups have means which are only 0.001 from the mean of all. The total range in the means with regard to sign for the various groups, ignoring coast stations, is only 0.004 dyne. This is very different from the range in the means for the Bouguer and the free-air anomalies. It shows that this method is very much closer to the truth.

The means for the Hayford 1912 anomalies for the various groups without regard to sign vary only slightly. The lowest is 0.017 for mountain stations above the general level, and the largest is 0.021 for stations near but not on the coast. The mean for all is 0.019. The mean of the Bouguer anomalies without regard to sign for the several groups varies from 0.021 for coast stations to 0.111 for stations in mountainous regions above the general level, while the free-air anomalies vary from 0.022 at coast stations to 0.059 at stations in mountainous regions above the general level.

We must conclude that the average size of the anomalies without regard to sign indicates that there is no relation between the Hayford 1912 anomalies and the topography.

The Hayford 1916 anomalies give substantially the same evidence in favor of isostasy that is given by the 1912 anomalies, but it is difficult to see which method of reduction is nearer the truth.

The mean value for the 1916 anomalies with regard to sign for 217 stations is +0.001. The mean anomaly for the coast stations is -0.003, which is different from the mean by 0.004. For the 1912 anomalies the mean coast anomaly differs 0.007 from the mean of all, which is -0.002. This may be considered as being in favor of a depth of 60 km. as against the depth of 113.7 km. But, as stated above, and also on pages 76 and 77, the material near the coast belongs in general to the Cenozoic geologic formation which is less dense than normal (2.67). The presence of this less dense material makes the computed value of gravity too great and the anomalies negative. The effect of reducing the depth of compensation to 60 km. is to give the compensation of the oceans less effect at the coast stations, the computed gravity is less, and the negative anomalies are reduced in size on an average. It is questionable whether the reduced size of the mean anomaly with regard to sign for the 1916 reduction is evidence in favor of the reduced depth of compensation.

The means with regard to sign for the 1916 anomalies in the groups near the coast, in the interior not in the mountainous regions, and in mountainous regions below the general level, are practically the same as for the 1912 anomalies. Hence there is little evidence from these in favor of either reduction. There is a decided difference between the mean with regard to sign for the 1912 and 1916 anomalies at stations in mountainous regions above the general level. The former is only +0.001, which shows no systematic error, while the latter is +0.016, which, on the other hand, shows a great systematic error.

The change in depth from 113.7 km. to 60 km. does not make a material difference in the effect of the compensation for the stations in mountainous regions below the general level if there is local compensation of the mountain masses. (See p. 108.) The table of individual values for the anomalies on page 66 shows that for this class of topography the anomalies are nearly the same for the 1912 and the 1916 reductions.

The table on page 66 for stations above the general level in mountainous regions shows that there is little or no similarity between the anomalies by the 1912 and 1916 methods. For the first method there are 9 stations of the 20 with negative anomalies, while for the latter there are only 4. There are only 3 of the 1912 anomalies above 0.030, while there are 6 of the 1916 anomalies.

If there is local compensation, then the effect of reducing the depth is to make the effect (negative) of the compensation greater and the computed value of gravity at a mountainous station less. The sign of the anomaly would in consequence tend to be positive. This is what we find to be the case. If the compensation is regional, then the effect of changing the depth of compensation is smaller than if the compensation were local.

It is believed that from the above evidence the conclusion may be drawn that the depth of 113.7 km. is nearer the truth than 60 km. in mountainous regions, and that local distribution of the compensation is more probable than the regional if the latter distribution extends to great distances from the topographic features. This agrees with the evidence given under the heading "Regional versus local distribution of compensation." (See pp. 85 to 92.) The data and discussion on pages 97 to 131 in connection with the anomalies for various depths should be considered in connection with the data given above.

It is believed that the further conclusions may be justified, that there is a relation between the coast topography and the gravity anomalies by the 1912 reduction, this relation probably being due to the lighter material in the earth's crust below sea level, and that there is also a relation between the topography and the gravity anomalies at stations in mountainous regions above the general level for the 1916 method, this relation being explained by the erroneous depth of compensation for this method (60 km.).

Chapter V.—RELATION BETWEEN THE GRAVITY ANOMALIES AND THE GEOLOGIC FORMATION.

Surface densities are known to differ somewhat from the mean surface density and these differences will sometimes occur over large areas. They should cause, therefore, some variation of the value of the intensity of gravity from the normal. As the surface densities vary somewhat for the different geologic formations, a study was made to learn whether there is any relation between the Hayford gravity anomalies and the surface geology at the stations. On page 215 of the Journal of Geology (Vol. XXII, 1914) Barrell gives the following estimated mean specific gravities of geologic formations;

Pre-Cambrian	2.	75-2.	80
Paleozoic and Mesozoic	2.	50-2.	60
Cenozoic	2.	40-2.	50

The author presents the data in the tables following, which may be used as the basis for investigation by others who are interested in this subject. The tables give data for the 219 stations in the United States, 42 stations in Canada, and 73 stations in India. For all of these stations the 1912 Hayford anomalies have been computed and are given.

The stations in the United States and in Canada were plotted on the geologic map of North America which bears the following title: "Geologic map of North America, compiled by the United States Geological Survey in cooperation with the Geological Survey of Canada and Instituto Geologico de Mexico, under the supervision of Bailey Willis and George W. Stose, Scale 1:5 000 000, 1911." The decision as to the surface geologic formation on which the stations are located was based entirely on this map. It is probable that the classification would differ occasionally if other sources of information were used. The writer believes, however, that only minor changes would be made in the tables given below and the conclusions drawn from them would not be materially changed.

The Indian stations were plotted on a geologic map taken from the pocket at the back of "A manual of the geology of India," by Medlicott and Blanford, second edition, revised by Oldham, superintendent Geological Survey of India, 1893.

The tables give the stations and the Hayford 1912 anomalies for each of the formations, (1) pre-Cambrian, (2) Paleozoic, (3) Mesozoic, (4) Cenozoic, (5) Effusive and Intrusive, and (6) unclassified.

In the tables for the United States the 1912 and 1916 Hayford anomalies are given. The former are based upon the United States Coast and Geodetic Survey formula of 1912, viz,

 $\gamma_0 = 978.038 \ (1 + 0.005302 \ \sin^2 \phi - 0.000007 \ \sin^2 2\phi)$

which gives the value of gravity for any latitude at sea level. The compensation was assumed to be uniformly distributed and complete at a depth of 113.7 km. The 1916 values are based upon the United States Coast and Geodetic Survey formula of 1916 (see p. — of this volume) viz,

 $\gamma_0 = 978.040 \ (1 + 0.005302 \ \sin^2 \phi - 0.000007 \ \sin^2 2\phi)$

and upon a depth of isostatic compensation of 60 km.

The relations between the gravity anomalies and the geologic formations in Canada and India are considered later (pp. 80 to 82). The anomalies given for these countries are comparable with those shown in the following table for the 1912 formula and depth of compensation. It will be shown later in what measure the relations for the stations in those countries confirm or negative those in the United States.

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

RELATION BETWEEN THE GRAVITY ANOMALIES AND THE GEOLOGIC FORMATION FOR STATIONS IN THE UNITED STATES.

Stations in the United States and Hayford anomalies for specified formations.

Formation and station	Hayford	anomaly	Formation and station	Hayford	anomaly	Formation and station	Hayford anomaly		
number	1912	1916	number	1912	1916	number	1912	1916	
Pre-Cambrian formation: 16	+0.015 + .022 + .021 + .020 + .038	+0.017 + .025 + .045 + .037 + .041	Paleozoic formation—Con. 179	-0.025 + .015 050 049 027	$ \begin{array}{r} -0.027 \\ + .015 \\051 \\048 \\028 \\ \end{array} $	Cenozolc formation—Con. 93. 95. 97. 99. 100.	$\begin{array}{r} -0.044 \\ + .001 \\012 \\016 \\017 \end{array}$	-0.042 002 013 013 016	
58 75 102 107 152	+ .023 + .052 + .004 + .024 005	+ .023 + .062 + .021 + .026 + .009	196 204 207 208 210	+ .036 026 029 008 029	+ .035 025 026 008 027	109 a 112 115 117 a 125	$\begin{array}{r} + .032 \\ + .033 \\009 \\ + .036 \\023 \end{array}$	+ .035 + .029 006 + .035 018	
165 185 191 203	020 +.012 +.011 +.050	020 +.012 +.008 +.049	211 219 Mesozoic formation:	023	022 046	120 127 142 144	022 014 +.011 006	016 007 +.009 005	
Paleozoic formation: 12 14 20 29 30	$\begin{array}{r}027 \\ + .026 \\ + .010 \\ + .005 \\ + .005 \end{array}$	028 +.028 +.022 +.008 +.009	10 11 23 25 40 42	$\begin{array}{r}008 \\010 \\011 \\019 \\ + .014 \\007 \end{array}$	$\begin{array}{r}008 \\010 \\008 \\016 \\ + .012 \\ + .003 \end{array}$	145 148 149 157 158 159	+ .014 018 031 036 017 001	+ .016 012 024 026 010 + .007	
32 33 34 36 36	023 003 019 009 007	$\begin{array}{r}020 \\003 \\019 \\010 \\009 \end{array}$	40	+ .024 021 023 003 + .001 + .031	+ .024 026 010 + .013 003 + .035	160 161 163 164 167	$\begin{array}{r}014 \\021 \\ + .002 \\014 \\012 \end{array}$	$\begin{array}{r}008 \\016 \\ + .005 \\010 \\012 \end{array}$	
37 38 39 60 61 72	$\begin{array}{r}005 \\005 \\016 \\ + .019 \\029 \end{array}$	005 007 018 +.015 028	70 71 73 77 91	$\begin{array}{r}013 \\ + .003 \\ + .005 \\ + .029 \\ + .036 \\017 \end{array}$	001 +.016 +.004 +.024 +.038	168 190. 206. 213. 215. 215. 217.	$\begin{array}{r} + .013 \\ + .017 \\ + .018 \\ + .013 \\029 \\010 \end{array}$	$\begin{array}{r} + .012 \\ + .015 \\ + .020 \\ + .016 \\023 \\006 \end{array}$	
74 78 85 88 89	+ .002 + .059 + .002 + .001 010 020	+ .037 + .037 000 002 013 019	108 118 150 162 1%6	$\begin{array}{r}006 \\ + .014 \\ + .002 \\ + .019 \\ + .012 \end{array}$	$\begin{array}{r}008 \\008 \\ + .009 \\ + .005 \\ + .021 \\ + .009 \end{array}$	Intrusive formation; 28	020 008 + .006 029	015 007 + .016 012	
96 101 104 105 106	$\begin{array}{r}052 \\ + .040 \\024 \\021 \\013 \\015 \end{array}$	051 +.045 024 017 014	187. 188 199 192 193 193	+ .015 + .035 + .032 + .019 + .030 + .030 + .030	+ .014 + .036 + .030 + .015 + .028	111. 151. 154. Effusive formation: 50.	028 +.025 038	019 +.029 034 +.017	
120. 121. 122. 123.	+ .013 008 + .002 + .011 043	008 +.002 +.012 041	195 197 198 200	+ .006 + .054 + .006	+ .007 + .024 + .005 + .054 + .005	61. 52. 81	+ .021 001 010 + .021 015	+.038 +.015 +.009 +.034 006	
128. 129. 130. 131.	-0.033 -0.015 -0.018 -0.039 -0.024	$\begin{array}{r}027 \\013 \\011 \\037 \\021 \end{array}$	202	+ .005	+ .020 + .024 + .007 + .015	113. 114. Unclassified: 13. 15.	027 028 +.030 023	030 . 000 + . 027 021	
132. 133. 134. 135. 126.	$\begin{array}{r}025 \\030 \\027 \\024 \\012 \end{array}$	$\begin{array}{r}024 \\024 \\027 \\023 \\011 \end{array}$	2 3 4 5 6	+.018 +.010 .000 013 +.016	+ .027 + .017 + .004 010 + .017	19	013 +.037 +.039 +.024 +.022	011 +.038 +.040 +.027 +.025	
137 138 139 140	+ .001 016 + .011 + .016	+ .002017 + .012 + .016018	7	009 + .027 020 021	008 +.030 022 016	41	012 +.004 +.010 013 +.001	009 +.021 +.011 001	
143 153 155 156	$\begin{array}{r} - & .010 \\ + & .018 \\ - & .023 \\ - & .021 \\ - & .015 \end{array}$	+ .018 + .020 019 007	44	016 093 + .007	005 016 100 + .010	69	+ .001 010 + .037 + .021 021	+ .012 001 + .039 + .021 003	
100 169 170 171 172	$\begin{array}{r}023 \\ + .013 \\ + .006 \\030 \\034 \end{array}$	$\begin{array}{r}021 \\ + .013 \\ + .007 \\026 \\027 \end{array}$	04 65 66 76 79	050 +.009 050 +.002 +.008	$\begin{array}{r}040 \\ + .006 \\049 \\ .000 \\ + .002 \end{array}$	146 147 173 180 199	+ .003 + .013 + .011 042 + .017	+.005 +.016 009 042 +.015	
174 175 176 177 178	033 024 024 + .001 + .001	$\begin{array}{r}030 \\019 \\022 \\ .000 \\ + .002 \end{array}$	80 82 83 90 92	$\begin{array}{r}013 \\ + .013 \\006 \\048 \\ + .010 \end{array}$	$\begin{array}{r}010 \\ + .020 \\005 \\039 \\ + .015 \end{array}$	205 209 212. 214. 218	+ .002 + .034 + .046 + .036 + .031	$ \begin{array}{r} .000 \\ + .036 \\ + .048 \\ + .037 \\ + .031 \end{array} $	

^a These stations are near pre-Cambrian formations.

	Number of stations					Mean anomaly				
Geologic formation	With plus anomalies		With minus anomalies		A11	With to s	regard sign	Withou to s	ithout regard to sign	
	1912	1916	1912	1916		1912	1916	1912	1916	
Pre-Cambrian. Paleozoic Mesozoic Cenozoic ª.	23 25 22	13 26 22	2 49 11 32	I 50 10 32	14 72 36 55	+0.019 011 + .009 007	+0.025 010 + .011 004	0.023 .021 .017 .019	0.020 .017 .018	
Cenozolo ⁵ Intrusive. Bfusive. Unclassified.	22 2 18	22 2 5 17	81 5 6 8	81 2 8	54 7	006 013 005 + .010	003 006 + .010 + .014	.018 .022 .015 .021	.016 .019 .019 .019 .021	
All stations ^a	104 104	105 105	113 112	108 107	218 217	002 002	.000	.020 .019	. 019	

Stations in the United States and Hayford anomalies for specified formations-Continued.

SUMMARY.

^a Counting the two Seattle stations as one. ^b With Seattle stations omitted.

ANOMALIES ON PRE-CAMBRIAN FORMATIONS.

In the above summary it is seen that there are 14 stations located on pre-Cambrian formations and that 12 have positive and only 2 negative 1912 anomalies. For the 1916 anomalies 13 are positive and only 1 negative. This seems to be very strong evidence that we may expect positive anomalies at much the greater number of future stations in the United States which may be located on the pre-Cambrian formation. It is noteworthy that nearly all of the pre-Cambrian stations in the United States are located on very small areas of that formation. This may give some clew as to the cause of the large positive anomaly.

If the density of the upper strata of the earth's crust for large distances (horizontal) from the stations is above normal, then the effect of this greater density, which will tend to increase the gravity, will be offset by the opposite effect of the compensating deficiency of density in the deeper crust. This is due to the fact that the effect of a certain amount of material in the form of a disk of infinite horizontal extent is the same on a unit mass of matter whether the unit mass is immediately above the surface of the attracting matter or at an indefinite distance above it. Therefore, if we should have a stratum or mass of pre-Cambrian material of density 2.90 at the earth's surface directly under the station, and of great or infinite extent horizontally, it would have the same attractive effect on the unit mass as if this matter were distributed through a great vertical distance but had the same horizontal extent. Therefore, if the dense material at the surface were compensated for by a deficiency of density in the lower crust, the positive effect of the former would be exactly counterbalanced by the negative effect of the compensation. Hence, we should not expect a decided positive anomaly at a pre-Cambrian gravity station should the formation be of uniform thickness and of great horizontal dimensions. This statement is based upon the assumption, which may be substantially true, that the area in question is in a state of perfect isostatic equilibrium at the depth of compensation.

If, however, the area of denser material is limited in horizontal extent, then the effect of the added material, being inversely proportional to the square of its distance from the attracted unit mass, will be greater than the negative effect of the compensation. Therefore, if there is a compensating lack of density in the lower crust, the resultant effect will be positive and we should have a positive gravity anomaly. The size of the anomaly will depend upon the thickness of the stratum of pre-Cambrian rock, its density, its horizontal extent, and the vertical location of the compensation.

In Special Publication No. 10 (pp. 110 and 111) there are given some numerical examples showing the effect of strata of various thicknesses and densities.

It should be borne in mind that in making the gravity reductions no numerical values are given for the densities in the earth's crust below sea level. (See p. 8.) It is assumed that the

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densities in the crust under the coastal plane at sea level for the various strata are normal, and that these densities are modified by the isostatic compensation under the topography of the interior of the continents and under the oceans. It is only the deviations from the normal densities in the crust below sea level which are considered in these investigations.

The effect of masses in different locations with reference to the station is indicated in the following table, which, with some additions, is reprinted from page 109 of Special Publication No. 10:

Table of attractions for various masses.

[Each tabular value is the vertical attraction in dynes produced at a station by a mass equivalent to a stratum 100 feet thick, of density 2.67, and of the horizontal extent indicated in the left-hand argument, if that mass is uniformly distributed from the level of the station down to the depth indicated in the top argument and from the station in all directions horizontally to the distance indicated in the left-hand argument.]

		Depth						
Kadius of mass	1000 feet.	5000 feet,	10 000 feet.	15 000 feet.	113.7 kilo- meters.			
1.28 km. (the outer radius of zone E)	0.0030 .0033 .0034 .0037 .0040	0.0018 .0029 .0032 .0034 .0037	0.0011 .0025 .0029 .0034 .0037	0.0008 .0021 .0027 .0034 .0037	0.0000 .0001 .0003 .0024 .0035			

It is seen from the preceding table that a pre-Cambrian formation 10 000 feet thick, with a density of 2.94 (just 10 per cent greater than the assumed normal surface density of 2.67) and 10 km. in horizontal extent in all directions from a station on its surface will give an increase in gravity of 0.029 dyne. The effect of the isostatic compensation (uniformly distributed to the depth of compensation), the negative equivalent of 1000 feet of material of normal density (2.67), is only 0.003 dyne. The resultant effect is +0.026 dyne, approximately the average size of the 1912 pre-Cambrian anomaly.

If we should have a pre-Cambrian formation 10 000 feet thick of density 2.94, as above, but of 166.7 km. horizontal extent in all directions from the station, the effect of the topography on gravity would be increased by 0.034 dyne, while the effect of the compensation of this excess of mass would be -0.024 dyne, and the resultant effect would be only +0.010 dyne. Now, if the foundation under consideration were extended horizontally 1190 km. from the station, the positive effect would be +0.037 dyne and the effect of its compensation -0.035 dyne, and the resultant effect at the station only +0.002 dyne.

On page 80, under the discussion of the Canadian stations, it is shown that the anomalies at the stations in pre-Cambrian formations are not positive as in the United States. They differ little from the mean of all stations. The pre-Cambrian formations in Canada are of considerable horizontal extent, and therefore the effect of the increased surface densities is offset by the isostatic compensation. This agrees with the above reasoning.

If there were many gravity stations on and near a limited area of pre-Cambrian formation, it might be possible to estimate from the results the approximate limits of the space within which the densities were above normal. But it must be borne in mind that the problem of determining exactly the space or spaces within which there are abnormal densities which might cause the anomalies is not susceptible of mathematical solution. This is because there are too many unknowns which would enter into any equations used and arbitrary assumptions would have to be made. Of course, the problem can be treated mathematically and with greater numbers of stations in any given area the truth can be more closely approximated.

It seems to be evident that the anomalies are not due simply to an assumed erroneous density of the mass above sea level, for at a number of pre-Cambrian stations the elevation above sea level is less than 1500 feet, and the maximum effect of a change in the density of 10 per cent in that mass would be only 0.005 dyne. The cause of the anomaly must therefore be located to a large extent below sea level in nearly all cases. It is no doubt true that the deep-seated rocks have densities comparable with those of the pre-Cambrian rocks seen at the surface, but the cause of the anomaly at pre-Cambrian stations seems to be due largely to the dense rock protruding through the materials of the upper crust which are of less density.

The author does not mean to state that the whole of any anomaly is due to the geological formation, for there is probably in many cases a local lack of perfect isostasy which may produce deviations from the normal gravity.

It is a noteworthy fact that the pre-Cambrian stations in the United States show an excess of gravity in general, and that they are on areas which have been subjected to erosive action for geologic ages. We may conclude that as erosion has taken place there has been a rising of the areas due probably to isostatic adjustment.

The 1916 anomalies, based upon a depth of compensation of only 60 km., are very little different from the 1912 anomalies, which are based upon a depth of 113.7 km. The former are, on an average, 0.006 dyne greater than the latter, and this is what might be expected upon the assumption of local perfect compensation. The fact that the compensation is closer to the station would make its effect greater, consequently the combined effect of the greater density of material above sea level and the compensating deficiency of material in the lower crust would be smaller than for the 1912 anomalies.

The effect of a change in the depth of compensation is discussed on pages 97 to 131.

ANOMALIES ON PALEOZOIC FORMATIONS.

In the United States there are 72 stations in the Paleozoic formation, for which 49 of the 1912 anomalies are negative and 23 positive. The mean with regard to sign is -0.011 dyne, and the mean without regard to sign is 0.021 dyne.

The addition of 94 stations in the United States since the investigation in 1912 (Special Publication No. 12) has increased the tendency of the Paleozoic anomalies to be negative. A large area of the United States is covered by rock of this formation, and the 72 Paleozoic stations are nearly one-third of all the stations.

The density of the Paleozoic formations is given by Barrell as 2.50 to 2.60. The average density, 2.55, is 0.12, or about 5 per cent, lower than the density used in making the computations. The situation here is opposite to that connected with the pre-Cambrian formation, for the stations there tended to have positive anomalies. It might be assumed that the crust under the Paleozoic formation is not in a state of perfect isostasy, and that the anomalies are the result of the departure from that state. This view is probably erroneous, because the anomalies on very large areas of Paleozoic formation have negative values and would therefore indicate decided regional deviation from the perfect condition. Most of the data contained in this report, including the anomaly maps, indicate that we have in the United States local rather than regional deviations from perfect isostasy.

The tendency of the anomalies to be negative could be caused by the lower density of the material in this formation, as compared with the value used in the computations. If near a station in a Paleozoic area the density of the upper crust were below normal, say, 5 per cent, to a depth of 15 000 feet and to a horizontal distance of 10 km. from the station, the effect of this deficient density would be a change in the attraction of 0.020 dyne. The effect of the compensating increase in density in the lower crust would be +0.002. The combined effect of considering the local densities makes a difference of 0.018 in the anomaly at the station in question.

The effect on gravity at a station due to using an erroneous value of the density of the topography, that is the material which is above sea level, would be small as a general rule for the average elevation of the Paleozoic stations in the United States is somewhat less than 1000 feet. The effect of changing by 5 per cent the density of the topography to a depth of 1000 feet and 10 km. in all directions from the stations would be only 0.0017 dyne. The effect of

the compensation of the excess of mass would be less than 0.0002 dyne. It is evident that the principal cause of the negative Paleozoic anomalies is lower than sea level in the earth's crust.

It is probably true that the lighter density of Paleozoic material is the principal cause of the tendency for the anomalies at stations on this formation to have negative signs. This is no doubt supplemented by local departures from perfect isostasy near stations with large anomalies.

It is possible that the positive anomalies and the small negative anomalies are in areas where the Paleozoic strata are thin or which have material denser than normal underlying the Paleozoic matter.

The 1916 anomalies for Paleozoic areas seldom differ from the 1912 anomalies more than two units in the last place and the mean anomalies with and without regard to sign are practically the same. This is as might be expected, for the Paleozoic stations are in general on low topography and, as shown on page 72 in the discussion of the pre-Cambrian stations, a disk of very great horizontal extent has the same attractive effect regardless of the distance of the attracted mass from the surface of the disk. In fact, the effect of the topography and its compensation are so nearly equal at stations in Paleozoic areas that the anomalies by the free-air reduction, in which no account is taken of the topography and compensation, are nearly the same as the Hayford anomalies. An erroneous depth of compensation used in the computation can not explain the anomalies in the Paleozoic formation.

That there is in general a close approximation to perfect isostasy is shown by the Bouguer anomalies in the interior of the continent not in mountainous regions, for they are nearly all negative and are of considerable size, while the algebraic mean of the Hayford anomalies is nearly zero.

The Paleozoic negative anomalies in general are probably due in most part to departures from normal densities in the strata in the upper crust, but below sea level, comparatively near the station, and to a less degree to local departures from perfect isostasy.

ANOMALIES ON MESOZOIC FORMATIONS.

Of the 36 stations in the Mesozoic formation, 25 have positive and 11 negative 1912 anomalies. The means with and without regard to sign are respectively +0.009 and 0.017 dyne.

Barrell gives the density of Mesozoic rock as ranging from 2.50 to 2.60. This is lower than the density (2.67) used in making the topographic reductions. There seems to be no evident relation between the surface densities of the Mesozoic rocks and the anomalies. If there were the anomalies would be negative rather than positive.

That there is some relation between the formation and the anomalies seems to be well established, for the positive anomalies largely exceed the negative ones in number, and the mean anomaly with regard to sign is just one-half the size of the mean of all (219) anomalies without regard to sign. But the cause of the positive sign of the Mesozoic anomalies is below the upper strata. That it is regional to a certain extent is shown by the persistency of the sign in any extensive Mesozoic formation, such as in the Dakotas and in eastern Montana. But that it varies from place to place is indicated by the different values of the anomaly. For instance, at Edgemont, S. Dak. (station No. 198) the anomaly is +0.054 dyne and at Moorcroft, Wyo. (station No. 202) only 90 miles distant, it is +0.021 dyne.

There, of course, may be departures in the Mesozoic areas from the state of perfect isostasy, but it is impossible with the present data to determine with any degree of certainty what portion of an anomaly is due to such departures and what is caused by departures from normal densities in the crust above the depth of compensation or even below that depth. The depth of compensation as computed from geodetic data should not be considered as very definite. The probable error of the determination is comparatively large. The change in the deflection and the gravity anomalies is comparatively slow with a change of depth and the value of the depth is therefore somewhat indeterminate. (See pp. 97 to 112.)

ANOMALIES ON CENOZOIC FORMATIONS.

The anomalies at Cenozoic stations have a tendency to be negative, as is shown by an inspection of the anomalies at 55 Cenozoic stations in the United States. Only 22 of them are positive, while 32 are negative.

Barrell gives the Cenozoic densities as ranging from 2.40 to 2.50 (see table on p. 70), which is less than the density used in making the topographic reductions. That a portion of the anomalies is due to the small density of the surface material and of the crust close to the surface seems to be evident. The size of the anomalies may be an indication of the space occupied by the lighter material. Where the anomaly is large and negative the light strata would probably be of great thickness and of small horizontal dimensions. The erroneous density could be the cause of the negative anomalies, provided there were no local departure from perfect isostasy.

If the Cenozoic formation of small density is small in horizontal dimensions, and if there is perfect local isostasy, the effect of the light material in the upper crust and near the surface would be much greater than the opposite effect of the compensating increase in density in the lower crust.

For instance, if the density of the upper crust to a depth of 10 000 feet is 2.40 (10 per cent less than the assumed surface density), and if the material extends in a horizontal direction 10 km. from the station, the effect would be -0.029 dyne. The effect of the compensating increase in density in the remainder of the crust to the depth of the compensation would be only +0.003 dyne and the combined effect would be -0.026 dyne. If the lighter material extends 20 or 30 km. from the station, the combined effect would be somewhat less, while if it extended 166.7 km. in all directions from the station, the combined effect would be flect would be only -0.010 dyne.

The cause of the large Cenozoic anomalies must be local, for there are decided differences in the size of the anomalies at pairs of stations which are comparatively close together. For instance, at Virginia Beach (station No. 90) the anomaly is -0.048 dyne, while at Crisfield (station No. 215) the anomaly is only -0.029 dyne. The distance between the stations is about 80 miles.

It appears from the evidence above that we may gain from the negative anomalies of the Cenozoic formations some idea of the depth of the Cenozoic material at a station, and where there are many stations in any given locality of Cenozoic formation we may get an approximation to the horizontal limits of the affected spaces. For instance, it is reasonable to conclude that if the Virginia Beach anomaly is caused by a thick stratum of material of light density, and that if this stratum extends to Crisfield, it is considerably thinner at the latter station. The reasoning employed in the discussion of the pre-Cambrian anomalies on pages 72 to 74 would indicate that the large Cenozoic anomalies must be due largely to local causes, if it is assumed that an area under investigation is in a state of perfect isostatic equilibrium.

The data in the table on page 63 indicate that there is strong evidence that the coast stations tend to have negative anomalies. In the table given on page 79 there are shown the anomalies at the Cenozoic stations back from the coast. Of the 19 stations there are 8 with positive and 11 with negative 1912 anomalies, but the mean anomaly with regard to sign is -0.009 dyne. If, however, we eliminate the Seattle anomaly, which is -0.093, and the anomaly of station 93 (Wilmer, Ala.), which is -0.044 dyne, there would be 8 positive and 9 negative anomalies and the mean with regard to sign would be only -0.001 dyne.

This is practically normal on an average. It may indicate that the Cenozoic material in the interior of the country is not of great thickness, or that, if thick, it is of considerable horizontal extent, or that the materials under the Cenozoic stratum have densities which are greater than the normal. Of course, the anomaly may in part be caused by a lack of perfect compensation. The Bouguer anomalies at the 17 stations under consideration indicate that there is considerable isostatic compensation under these stations.

There is evidently a definite relation between the coasts and the gravity anomaly, but it may be due to the presence of Cenozoic materials which extend along practically all of the coasts. The cause of the difference in the size of the anomalies at different stations may be due to the varying thickness of the material and the varying horizontal dimensions of thick and thin strata.

That the Cenozoic areas are undercompensated, as the negative anomalies might indicate, does not seem to be true, for the reason that these areas are areas of deposition in recent times and the areas have probably been sinking during the time when materials were accumulating on them. This deposition of material would lead one to suppose that the crust under such areas is heavier than normal. Undercompensation therefore appears to be improbable. The writer is aware that there may be even in areas of heavy deposition sections which are undercompensated, but this would be due to conditions existing before deposition began.

The 1916 anomalies at Cenozoic stations show greater differences from the 1912 anomalies than they do for the other formations considered above. In most cases, where there are decided differences, the stations are on or near the coasts near where there is deep water. The computed effect, which is positive at a land station, of the compensation under the water is greater when it is farther from the surface, for the effect of lengthening the distance to the effective center of the attracting mass is more than offset by the increase in the sine of the angle of depression to the effective center. The effect of a mass in the earth's crust on the attracted unit mass is directly proportional to the sine of the angle of depression to the effective center of the attracting mass and inversely proportional to the square of the distance.

The coast stations would therefore have a smaller computed gravity with the depth of 60 km. than with a depth of 113.7 km. Consequently the negative anomalies would be reduced in size and the positive anomalies increased. For the coast stations the new depth (60 km.) gives a mean anomaly with regard to sign of -0.003 dyne, while with a depth of 113.7 km. the mean is -0.009 dyne. The new mean is nearer zero, but it is uncertain whether this is an indication that the smaller depth is nearer the truth. The discussion above shows that the negative anomalies based on the old depth may be accounted for in general by lighter material in the upper crust.

ANOMALIES ON INTRUSIVE FORMATIONS.

The number of stations in intrusive areas is only 7, of which 2 are positive and 5 negative. While there are two and one-half times as many negative as positive anomalies, we would not be justified in deciding that there is a definite relation between the intrusive formation and the gravity anomalies. Many additional stations would have to be established on this formation before any decision can be arrived at in the matter. The mean of the 1916 anomalies is slightly smaller than that of the 1912 anomalies and this may be an indication that the new depth, 60 km., is nearer the truth than the older depth of 113.7 km.

ANOMALIES ON EFFUSIVE FORMATIONS.

On this formation there are eight stations and of the 1912 anomalies 2 are positive and 6 negative. The mean with regard to sign is -0.005 dyne and without regard to sign it is 0.015 dyne. The largest anomaly is only 0.028 dyne. Of the 1916 anomalies 5 are positive, 2 negative, and 1 zero. The means with and without regard to sign are, respectively, +0.010 and 0.019 dyne.

There seems to be no relation between this formation and the anomalies, but the indications are very slightly in favor of the greater depth of compensation for the effusive areas. It would be of interest and value to have additional stations in areas covered by this formation.

ANOMALIES ON UNCLASSIFIED FORMATIONS.

These stations, as the designation implies, could not be associated with any particular formations, and it is not possible to draw any conclusions from a study of their relations.

Of the 26 unclassified stations 18 have positive and only 8 negative 1912 anomalies. This is what might be expected for the mean anomaly with regard to sign of all the 219 stations is made practically zero (only -0.002 dyne) by the use of the 1912 formula. A greater number of stations are in the Paleozoic, Cenozoic, Intrusive, and Effusive formations, which tend to be negative, than in the pre-Cambrian and Mesozoic formations, which tend to be positive, there-

fore to have the mean of all stations with regard to sign nearly zero there would be a tendency for the unclassified stations to be positive.

The 1916 anomalies, with depth of 60 km., are practically the same as the 1912 anomalies with the depth of 113.7 km.

An effort was made to learn whether under any one formation the plus anomalies occurred more frequently in proportion in one subdivision than in others. No such relationship between the sign of the anomaly and the subdivision of a principal geological formation could be found. For instance, in the Quaternary division of the Cenozoic there are 11 stations with positive and 19 with negative anomalies, or 37 per cent positive. In the whole Cenozoic formation there are 22 positive and 32 negative anomalies, the positive anomalies being 41 per cent of all. Like results were obtained from other tests. It appears then that the sign of the anomaly is in some way connected with a large geologic division as a whole and not with one of its subdivisions.

RELATION BETWEEN THE GRAVITY ANOMALIES AND THE GEOLOGIC FORMATION AT STATIONS IN THE UNITED STATES NOT WITHIN 20 MILES OF ANOTHER FORMATION.

In making the study of the relation between the gravity anomalies and the geological formation those stations which were not within 20 miles of other formations were separated and the data tabulated. These stations and their anomalies are shown in the following tables. The results are practically the same as when all stations on a formation are considered. For instance, for the Cenozoic stations 65 per cent are negative, while for all stations in that formation 59 per cent are negative. The mean with regard to sign is -0.010 dyne for the Cenozoic stations in the table below, while it is -0.007 for all stations in this formation. (See table on p. 72.) A similar condition exists for the other formations. The Effusive and Intrusive formations have so few stations which are not close to other formations that data for them are not given.

The table given below also contains data for 19 Cenozoic stations not on the coast and not within 20 miles of any other formation. If the two Seattle stations are counted as one, the mean with regard to sign is -0.009, while without the Seattle value the mean is -0.004. As the effect of the coast is not present, these mean values show a decided relation between the anomalies and the Cenozoic formation.

Formation and station	Hayford anomaly		Formation and station	Hayford	anomaly	Formation and station	Hayford anomaly			aly
number	1912	1916	number	1912 1916		number	1912		1916	
Pre-Cambrian formations: 57	+0.038 + .023 + .024 + .012 + .011	+0.041 + .023 + .026 + .012 + .008	Paleozoic formation—Con. 105. 106. 120. 121. 122.	$\begin{array}{r} -0.021 \\ -0.033 \\ -0.008 \\ +0.002 \\ +0.011 \end{array}$	$\begin{array}{r} -0.017 \\ -0.014 \\ -0.008 \\ +0.002 \\ +0.012 \end{array}$	Paleozoic formation—Con. 176 177 178 179 181	-0. + · · + ·	024 001 001 025 015	-0 + + +	. 022 1000 . 002 . 027 . 015
Paleozoic formation: 12 14 20 32 33	027 + .026 + .010 023 003	028 +.028 +.022 020 003	123 133 134 135 136	043 030 027 024 012	041 024 027 023 011	182 184 196 204		050 027 036 026	+	. 051 . 028 . 035 . 025
34 15 36 37 38	019 009 007 005 005	019 010 009 005 007	137 138 139 140 141	$\begin{array}{r} + .001 \\016 \\ + .011 \\ + .016 \\016 \end{array}$	$\begin{array}{r} + .002 \\017 \\ + .012 \\ + .016 \\018 \end{array}$	207. 208. 211. Mesozolc formation:		029 008 023	111	. 026 . 008 . 022
39	$\begin{array}{r}016 \\ + .019 \\029 \\ + .032 \\ + .059 \end{array}$	$\begin{array}{c c}018 \\ + .015 \\028 \\ + .034 \\ + .057 \end{array}$	143 153 155 156 166	+ .018 023 021 015 023	$\begin{array}{r} + .018 \\020 \\019 \\007 \\021 \end{array}$	40	+++++++++++++++++++++++++++++++++++++++	014 024 021 031 013	++ +	. 012 . 024 . 026 . 035 . 001
88 89 101 104	$\begin{array}{c}010 \\020 \\052 \\ + .040 \\024 \end{array}$	$\begin{array}{c c}013 \\019 \\051 \\ + .045 \\024 \end{array}$	160 170 171 172 174	$\begin{array}{r} + .013 \\ + .006 \\030 \\034 \\033 \end{array}$	$\begin{array}{r} + .013 \\ + .007 \\026 \\027 \\030 \end{array}$	73 76 77 94. 108.	++++1	005 002 029 017 006	+ + + + + +	.004 .000 .024 .017 .008

Hayford anomalies for stations in the United States on specified formations and not within 20 miles of other formations.

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

Hayford anomalies for stations in the United States on specified formations and not within 20 miles of other formations— Continued.

Formation and station	Haylord	anomaly	Formation and station	Hayford	anomaly	Formation and station	Hayford anomaly		
number	1912 1916		number	1912 1916		number	1912	1916	
Mesozoic formation—Con. 118. 186. 187. 189. 193. 202. Cenozoic formation: 1. 2. 3. 4. 5. 6. 7. 7. 18. 18. 5. 6. 6. 53} 561. 66. 80. 20. 20. 20. 20. 20. 20. 20. 2	$\begin{array}{c} +0.014\\ +.012\\ +.012\\ +.015\\ +.032\\ +.030\\ +.021\\ \end{array}$	$\begin{array}{r} +0.009\\ +.009\\ +.009\\ +.016\\ +.028\\ +.028\\ +.024\\ +.015\\ +.027\\ +.017\\ +.004\\010\\ +.017\\008\\ +.030\\022\\016\\008\\008\\008\\008\\010\\010\\010\\ \end{array}$	Cenazole formation—Con. 97. 99. 112. 125. 126. 126. 127. 142. 144. 145. 157. 158. 150. 160. 161. 161. 163. 164. 163. 164. 163. 164. 165. 166. 166. 167. 168. 190. 215. 217. Cenozole formation, away from coast:	$\begin{array}{c} -0.012\\016\\ +.033\\022\\014\\ +.011\\006\\ +.014\\036\\ +.014\\036\\017\\001\\014\\021\\ +.002\\014\\ +.002\\014\\ +.002\\014\\012\\ +.013\\ +.013\\029\\010\\ \end{array}$	$\begin{array}{c} -0.013\\ -0.013\\ +.029\\018\\016\\007\\ +.009\\ +.006\\ +.016\\028\\026\\028\\016\\ +.005\\018\\018\\ +.005\\012\\ +.012\\ +.012\\ +.012\\ +.012\\023\\006\end{array}$	Cenozoic formation, away from coast—Continued. 93	$\begin{array}{c} -0.044 \\ +.001 \\012 \\016 \\ +.033 \\ +.011 \\006 \\ +.014 \\ +.001 \\014 \\ +.002 \\012 \\ +.013 \\ +.017 \\029 \\002 \\ +.021 \\002 \\ +.021 \\002 \\002 \\ +.027 \\027 \end{array}$	$\begin{array}{c} -0.042\\002\\003\\013\\ +.029\\ +.009\\ +.005\\ +.016\\010\\008\\ +.015\\012\\ +.015\\023\\ +.017\\ +.038\\ +.017\\ +.038\\ +.019\\030\end{array}$	
83	006 048 +.010 044 +.001	$ \begin{array}{r}005 \\039 \\ + .015 \\042 \\002 \end{array} $	6	+ .016020093006	+ .017 022 100 005				

SUMMARY.

		Num	per of s	tations	5	Mean anomaly				
Geologic formation	With plus anomalies		With minus anomalies		All	With regard to sign.		Without regard to sign		
	1912	33016	1912	1916		1912	1916	1912	1916	
Pre-Cambrian. Palezoic. Mesozoic Cenozoic . Cenozoic a. Cenozoic a. Cenozoic away from coast b. Cenozoic, away from coast b. Cenozoic, away from coast c. Effusive and intrusive	5 L3 12 13 13 8 8 8	5 17 11 14 14 7 7 8	39 26 25 11 10	0 39 4 26 11 12 11 2	5 57 16 40 19 18 5	$\begin{array}{r} +0.022 \\009 \\ +.011 \\000 \\008 \\009 \\004 \\007 \end{array}$	$\begin{array}{r} +0.022 \\008 \\ +.010 \\007 \\005 \\008 \\003 \\ +.004 \end{array}$	0.022 .020 .018 .019 .017 .020 .016 .016	0.022 .020 .017 .018 .016 .019 .014 .024	

• With Seattle stations omitted.

b With the two Seattle stations counted as one.

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RELATION BETWEEN THE GRAVITY ANOMALIES AND THE GEOLOGIC FORMATION FOR STATIONS IN CANADA.

There are 42 stations in Canada for which the principal facts are given in the table on page 54. The stations with their anomalies (Hayford, 1912) arranged according to the geologic formations are given in the following table:

Formation and station number	Hayford anomaly 1912	Formation and station number	Hayford anomaly 1912	Formation and station number	Hayford anomaly 1912	Formation and station number	Hayford anomaly 1912
Pro-Cambrian forma- tions: 2	$\begin{array}{c} -0.010\\028\\ +.001\\030\\002\\022\\ +.004\\ +.004\\ +.011\\ +.001\\ +.003\\ +.002\\ \end{array}$	Paleozoic formation: 1	$\begin{array}{c} -0.018\\ -0.02\\005\\ +.011\\ +.006\\021\\034\\012\\ +.012\\ +.012\\ +.006\\006\\016\\009\\011\\ \end{array}$	Paleozoie formation- Continued. 28. 31. 37. Mesozoic formation: 32. 33. 34. Cenozoic formation: 35. 42.	-0.026 +.008 009 011 +.007 005 006 006	Unclassified:, 23 26 36 39 40	0.006 029 023 +.007 009 006

Canadian stations and Hayford anomalies for specified formations.

SUMMARY.

		Number of st	tations	Mean anomaly		
Geological formation	All	With plus anomalies	With minus anomalies	With regard to sign	Without regard to sign	
Pre-Cambrian. Paleozoic. Mesozoic Cenozoic.	13 18 3 2 6	6 5 1 0 1	7 13 2 2 5	$\begin{array}{r} -0.012 \\ -0.008 \\ -0.001 \\ -0.010 \\ -0.011 \end{array}$	0.016 .013 .014 .010 .014	
All stations.	42	13	29	009	.013	

It is a fact worthy of careful consideration that the mean without regard to sign for the Canadian stations is only 0.013 dyne while for the stations in the United States the mean is 0.019 dyne. There are only three stations (7 per cent of all) in Canada with anomalies greater than 0.030 dyne, while in the United States there are 40 stations (18 per cent of all) with anomalies greater than that amount.

The mean with regard to sign for the Canadian anomalies is -0.009 dyne, while in the United States it is -0.002 dyne. The anomalies are computed with the 1912 formula with the depth of 113.7 km., so they are comparable with the 1912 anomalies in the United States. The writer can see no cause for the mean with regard to sign being so far from that of the United States. Nor can he see any reason why the mean without regard to sign for Canadian stations is so much smaller than for the stations in the United States. The latter is an indication that the area covered by the Canadian stations is more nearly in a state of perfect isostasy locally.

The mean with regard to sign for the stations in the pre-Cambrian formation is -0.012, which is only 0.003 from the mean of all, and for the Paleozoic and Cenozoic formations the means differ only 0.001 dyne from the mean of all. The mean without regard to sign for the three Mesozoic stations is -0.001 dyne, which is 0.008 from the mean of all, but this has little significance as there are so few stations.

The conclusion must be drawn that there is no apparent relation between the geologic formation and the gravity anomalies at stations in Canada.

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

RELATION BETWEEN THE GRAVITY ANOMALIES AND THE GEOLOGIC FORMATION FOR STATIONS IN INDIA.

In the table below the stations in India are arranged in groups according to the geologic formation. In order to decide on what formations the stations are located, they were plotted on a geologic map in the 1890 report of the Geological Survey of India. (See p. 70).

Formation and station number	Hayford anomaly, 1912	Formation and station number	Hayford anomaly 1912	, Forma	tion and stat	ion number	Hayford anomaly, 1912
Pre-Cambrian formations: 42	$\begin{array}{r} +0.007\\ +.023\\ +.008\\ +.001\\ +.003\\056\\ +.046\\039\\ +.003\\ +.000\\ +.001\\ +.021\\ +.021\\ +.022\\ +.009\\014\\ +.005\\022\\ \end{array}$	Cenosolc formation Continued. 16	$\begin{array}{c} -0.003\\002\\ +.024\\ +.005\\006\\003\\ +.003\\ +.003\\ +.003\\ +.003\\ +.003\\022\\015\\027\\ +.031\\065\\ +.033\\ +.011\\ +.001\\065\\ +.033\\ +.011\\ +.001\\065\\047\\ \end{array}$	Effusive 5 8 14 17 45 65 97 98 106 Unclassif 9 12. 18 19 12. 18 19 12. 18 19 12. 18 19 12. 18 19 12. 18 19 12. 18 19 12 18 19 12 18 19 12 18 19 12 18 19 12 19 1	formation:		$\begin{array}{c} & +0.019 \\ & +028 \\ & +028 \\ & +028 \\ & +032 \\ & +032 \\ & +032 \\ & +032 \\ & +032 \\ & +032 \\ & -032 \\ & +032 \\ & -033 \\ & +031 \\ & +012 \\ & & -006 \\ & & -006 \\ & & -006 \\ & & +047 \\ & & +016 \\ & & +016 \\ \end{array}$
		SUMMARY.					
				Number of s	tations	Mean a	omaly
(Reological fo	rmation	All	With plus anomalies	With minus anomalies	With regard to sign	Without regard to sign
Pre-Cambrian			8	8	2	+0.002	0.025

Indian stations and Hayford anomalies for specified formations.

The anomalies are based upon the United States Co	ast	and Geo	detic S	urvey for	mula of
All stations	73	37	35	004	1023
Unclassified.	15	i ii	7	+ .006	.014
Lenozoic	12	11	20	017	. 028
Mesozoic	1	1 1	0	+ .022	. 022
Paleozoic	. 6	2	3	.000	. 009

The anomalies are based upon the United States Coast and Geodetic Survey formula of 1912, and hence are comparable with the 1912 anomalies in Canada and in the United States. The mean with regard to sign is -0.004, and this differs only 0.002 from the mean in the United States, which is -0.002 dyne.

If the latest value of gravity for the base station, Dehra Dun, 979.065 dynes, had been used instead of 979.063 dynes, (see p. 55), the observed values in India would each be greater by 0.002 dyne. Then the mean with regard to sign would be -0.002, the same as for the United States.

There are 8 stations in pre-Cambrian formations in India, of which 6 have positive anomalies and 2 negative anomalies. The two stations, Nos. 94 and 108, with negative anomalies, which are quite large, and one station, No. 82, with a rather small positive anomaly, are in the extreme southern part of the Indian Peninsula on a very extensive area of pre-Cambrian formation. The wide extent of this area would probably prevent the existence of large positive anomalies (see p. 72) in spite of the density, greater than normal, of the surface and subsurface rocks, but there must be in addition some unusual local deficiency in the underlying matter in order to

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account for these large negative anomalies. Stations 94 and 108 are only about 8 miles apart and should really be considered as only one station, as both must be affected by the same anomalous condition. The mean anomaly at these two stations is -0.048. If these two stations were considered as one, then there would be 6 pre-Cambrian stations with positive anomalies and only 1 with negative anomaly and the mean with regard to sign for this group would be +0.009, which is of the same sign and about one-third the size of the corresponding value for United States pre-Cambrian stations. With the exception of the three stations, 82, 94, and 108, noted above, all the pre-Cambrian stations are situated on less widely extended areas and have positive anomalies, but there is no striking relation between the extent of the area and the magnitude of the anomaly except perhaps at station 43, Jubbulpore, which is on a very limited area of the formation. The map does not indicate the extent of the formation around station 95, Sandakphu.

There seems to be no relation between the anomaly and the Paleozoic formation, as the mean anomaly is nearly normal. This fact should not be given much consideration, as there are comparatively few stations in this formation.

The Mesozoic formation has only one station, and that can not be considered as representing any relation whatever.

The Cenozoic formation has 42 per cent of all the stations and has the only negative mean anomaly with regard to sign. This mean anomaly is -0.017. It agrees in sign, but is much larger than the Cenozoic mean anomaly with regard to sign in the United States, which is -0.007dyne. All of the Indian Cenozoic stations are back from the coast except one, and it must be concluded that there is a very definite relation between the anomalies and the Cenozoic formation. On page 76 the question was discussed as to whether the Cenozoic formation or the proximity to the open coast was the cause of the negative anomalies at coast stations. The 31 Cenozoic anomalies in India seem to prove that this formation is the main cause of the negative anomalies.

Many of the Cenozoic stations in India are in areas to which great quantities of material have been carried from the Himalaya Mountains. It is probable that the larger Cenozoic anomalies are above portions of the crust where the recent material is thick and of limited horizontal extent. (See discussion under "pre-Cambrian anomalies," pp. 72 to 74.)

It has been held by some geodesists in India^a that there is probably a rift in the earth's crust where the large negative anomalies exist. The evidence at hand makes it possible to account for the anomalies by the Cenozoic formation in the affected area.

Of course, it is probable that in India, as in other countries, there are local, and in some areas regional, departures from a state of perfect isostasy, but as evidence in the form of gravity stations accumulates the theory of isostasy is given added strength.

The effect of the change of depth from 113.7 km. to 60 km. is discussed at some length on pages 97 to 112. It should be noticed that the general effect of the change in the depth is slight, though in a few cases it is comparatively large. The anomalies, not being materially changed by a decided change in depth, are dependent upon some other condition or conditions in the earth's crust than an erroneous depth.

The summaries on pages 72 and 81, which give evidence for stations in the United States and India, respectively, point strongly to rather definite relations between the sign of the anomaly and the surface geology at the station. This relation may be due to variation from the normal density for strata in the upper crust, these abnormal densities being compensated for by a counterbalancing change in density occurring in the lower crust, possibly to the depth of compensation.

RELATION BETWEEN THE GRAVITY ANOMALIES AND THE GEOLOGIC FORMATION SHOWN GRAPHICALLY.

In figure 17 there are shown areas which have certain geologic formations at the surface of the earth. The outlines of the areas were copied from the geologic map of North America mentioned on page 70. The scale of this illustration is the same as for those which show the gravity anomaly contours (figs. 11 to 14). The Cenozoic and Paleozoic areas are shown in yellow, which is also used on the anomaly maps to show the negative areas. The pre-Cambrian and Mesozoic areas are shown in green, the color used to indicate positive areas on the anomaly illustrations.

The largest continuous area is for the Paleozoic formation, and extends from eastern New York westward to Minnesota, southwestward to Texas, and southward to Alabama. There is practically no portion of this area with any material other than that of the Paleozoic. There is a striking similarity between this Paleozoic area and the very extensive negative area which extends from New England westward to Iowa and Missouri, as shown in figure 11, which shows the Hayford 1912 anomalies. A break in this negative area occurs in Michigan, Ohio, and Indiana, where there are four stations with positive anomalies; but their size is small, the maximum anomaly being only +0.012 dyne. Within this large Paleozoic area there are 52 stations with negative anomalies and only 23 with positive anomalies.

Along the Atlantic coast from New York City southward and along all of the Gulf coast the geologic formation is Cenozoic, except for a small break on the coast of South Carolina. Figure 17 gives the limits of the coastal areas belonging to this formation (shown in yellow). A comparison with figure 11 shows that there is some similarity between the negative areas and the Cenozoic areas near the coast. They agree more closely very near the coast.

There is an extensive area in Minnesota, South Dakota, and North Dakota within which the geology is largely pre-Cambrian and Mesozoic. There is a second pre-Cambrian and Mesozoic area in Montana and Wyoming. Between these two areas there is an area in which the geology is largely Cenozoic. The gravity anomaly map (fig. 11) shows that there are no negative anomalies within the limits of the above three areas. There are only two stations in the intervening Cenozoic area, however. It is worthy of note that there is a narrow extension of the first-mentioned pre-Cambrian and Mesozoic area southward into Nebraska and Kansas, and that a positive area in figure 11 coincides approximately with this extension.

A narrow strip of nearly all Cenozoic formation extends southward from South Dakota to Texas and New Mexico. A band of negative area in figure 11 partly coincides with this Cenozoic region. If more stations were established within the two areas, they would possibly coincide more nearly.

In western and central Texas there is an area mostly of Mesozoic formation. Figure 11 shows only three stations within the area, and two are positive. The other station, at Austin, is negative, but is very close to the border of the area under consideration. The contours are drawn in such a way as to make negative nearly one-half the area.

A long strip of pre-Cambrian or Mesozoic formation (including a few small areas of other formations) extends from the Hudson River southwestward along the Appalachian Mountains to Alabama, thence northward in a very narrow band to western Kentucky. There is some similarity between this area and the areas of positive anomaly which extend along the Appalachian system from New York to Georgia and Alabama.

In northern Michigan and Wisconsin and across the international boundary there is an area of pre-Cambrian formation in which all of the stations of the United States have positive anomalies.

That portion of the United States which has not been considered above has no extensive area in which there is only one geologic formation or combinations of pre-Cambrian and Mesozoic or of Paleozoic and Cenozoic. It is interesting to note that in the remainder of the United States, not colored in figure 17, the gravity contours show that there are no steep contours except in the vicinity of Seattle. The western part of the United States is largely negative, but the characteristics of the contours would no doubt be changed greatly by the addition of new stations.

We must conclude that the data contained in figures 11 and 17 substantiate the evidence given in the table on pages 71 and 72 that the pre-Cambrian and Mesozoic areas have in general positive anomalies and that the Paleozoic and Cenozoic areas have a strong tendency to negative anomalies.

RELATION BETWEEN THE GRAVITY ANOMALIES AND AREAS OF EROSION AND DEPOSITION.

It has been shown that there is a rather definite relation between the gravity anomalies and certain geologic formations and that there is also a relation between the anomalies and the topography for coast stations. (See pp. 70 to 83 and also pp. 63 to 69.) It has been indicated that this relation at coast stations is due to the fact that along most of the coast the materials, at least at the surface, belong to the Cenozoic geologic formation. (See p. 76.)

It is probably true that along the whole coast of the United States deposition of the material has been taking place in recent geologic time. The natural assumption would be that this deposited material is an extra load on the earth's crust and that in consequence observed gravity should be in excess of the computed gravity. This, however, is not the case. An inspection of the gravity anomaly map, figure 11, shows that along the coasts observed gravity is, in general, less than the computed gravity.

The logical conclusion from all available data seems to be that isostasy along the coasts is nearly perfect on the whole and that the computed gravity is too great because the materials in the upper crust are less than normal. According to Barreli the densities of Cenozoic matter vary from 2.40 to 2.50, while on an average the density for the whole land surface of the earth is about 2.67, the value used in the computations in this volume. It seems probable that as the materials are deposited along the coasts isostatic adjustment takes place and the pressure at the depth of compensation is in general normal. In the interior of the country the areas covered by the Cenozoic formation, which are likewise areas of recent deposition, are largely negative, as shown in figure 11. This is a condition similar to that found along the coasts.

The areas of recent erosion are greater than those of recent deposition. They are areas within which theoretically the gravity anomalies should be negative, but there appears to be no such relation. In fact, the oldest formations which no doubt have been subjected to the greatest erosion are in general areas of positive anomalies. This is shown by a comparison of figures 11 and 17, one of which shows the gravity anomalies and areas of negative and positive anomalies and the other limits of large areas of certain geologic formations. The pre-Cambrian formation which has been longest exposed to erosion is, in the United States, a formation in which the gravity anomalies have a very strong tendency to be positive.

It is probable that the positive anomalies at stations in the pre-Cambrian formation are due largely to the density greater than 2.67 in the material above sea level and also to a density greater than normal in the strata in the upper crust below sea level. (See pp. 72 and 81.) No assumption need be made in regard to what is the normal density of the materials in a stratum at a certain depth below sea level. It is only the deviation from the normal with which we are concerned.

The mountain regions have a number of stations above the general level. They are all included in areas which have been and are now subject to erosion. There seems to be no relation between the anomalies and the topography in these cases.

In India there is a broad belt of recent geologic material running approximately east and west at the foot of the Himalaya Mountains. The stations on this recent formation, which no doubt is largely due to the deposition of materials eroded from the mountains, have in general negative anomalies. It is impossible that the addition of materials could make the pressure less than normal on the surface at the depth of compensation. We may therefore conclude that isostatic adjustment probably follows the deposition of materials and that the negative anomaly is probably due to the lighter materials in the upper crust. (See p. 82.)

There seems to be no effect due to the melting of the ice cap on the size and sign of the gravity anomaly. This is evidenced by a study of figure 11. If isostasy were perfect at the beginning of the ice age and if the isostatic adjustment kept pace with the accumulation of ice, there must have been an adjustment of opposite sign, upon the melting of the ice, for on an average the area that was covered by the sheet of ice is very close to a state of equilibrium now.

Chapter VI.-REGIONAL VERSUS LOCAL DISTRIBUTION OF COMPENSATION.

On pages 98 to 102 of Special Publication No. 10 there is a discussion of this subject based upon data for 41 stations in the United States and 4 stations not in this country. Similar data are now available for 124 stations in the United States.

The question to be considered is whether a topographic feature is compensated for by a deficiency of mass directly under it, or whether the topographic feature is compensated for by a deficiency of mass distributed through a more extensive portion of the earth's crust than that directly beneath the feature.

The theory of local compensation postulates that the deficiency of mass under any topographic feature is uniformly distributed in a column extending directly from the topographic feature vertically to a certain depth. In this discussion the depth is taken as 113.7 km. This depth is the one used in making the reduction for topography and isostatic compensation.

The theory of regional compensation postulates, on the other hand, that an individual topographic feature is compensated for by a deficiency of mass equal in amount to the topography, but of opposite sign, and that this deficiency is uniformly distributed from the surface to the depth of compensation, but has a horizontal extent greater than that of the feature itself.

The method of computing the data need not be given here, as the reader can learn of this by consulting pages 98 and 99 of Special Publication No. 10.

The table following gives the data for 124 stations in the United States. In column 1 are given the number and name of the stations. The effect of topography and compensation computed on the theory of complete local isostasy is given for each station in the second column. In columns 3, 5, and 7 are given the effect of local compensation out to the outer limits of zones K, M, and O, respectively, while in columns 4, 6, and 8 are given the effect of compensation computed upon the theory that the compensation is uniformly distributed horizontally to the outer limits of zones K, M, and O, respectively. In column 9 are given the Hayford anomalies based on complete local compensation. These are what are called the 1912 anomalies. (See p. 53.) They are computed by the 1912 Coast and Geodetic Survey formula and upon the assumption that the depth of compensation is 113.7 km. In the last three columns are given the anomalies for the three methods of regional distribution of compensation with a depth of compensation of 113.7 km.

Comparison between local and regional isostatic compensation.

Number and name of station	Effect of topog- raphy	E	fiect of con	pensation	within ou	Haylord	Anomaly with regional com- pensation within outer limit of-				
	and compen-	Zone K (18.8 km.)		Zone M (58.8 km.)		Zone O (166.7 km.)		anomaly, 1912			
	MAC POL	Local	Regional	Local	Regional	Local	Regional		Zone K	Zone M	Zone O
1. Key West, Fla 2. West Palm Beach, Fla 3. Punte Gorda, Fla 4. Apsilachirols, Fla 5. New Orleans, La	+0.032 + .031 + .020 + .015 + .013	0.000 .000 .000 .000 .000	0.000 +.001 .000 .000 .000	+0.001 +.003 .000 .000 .000	+0.003 +.005 .000 .000 .000	+0.010 +.007 .000 +.001 .000	+0.021 +.009 .000 +.001 .000	+0.008 +.018 +.010 .000 013	+0.008 + .017 + .010 .000 013	+0.006 +.016 +.010 .000 013	$\begin{array}{r} -0.003 \\ + .016 \\ + .010 \\ .000 \\013 \end{array}$
6. Rayville, La	+ .008 + .007 + .015 + .003	. 000 . 000 . 000 . 000	001 .000 .000 002	1009 1000 000 004	001 .000 .000 007	.000 .000 +.003 009	$\begin{array}{r}003 \\ .000 \\ +.006 \\012 \end{array}$	+ .016 009 + .027 020	+ .017 009 + .027 018	+ .017 009 + .027 017	+ .019 009 + .024 017
tol)	008	008	008	009	010	018	019	008	008	007	007

	~												
	Effect of topog-	E	flect of con	pensation	within ou	ter limit of	[Hayford	Anomaly with regional com- pensation within outer limit of				
Number and name of station	and compen-	Zone K (18.8 km.)	Zone M (58.8 km.)	Zone O ()	166.7 km.)	anomaly, 1912					
	sation	Local	Regional	Local	Regional	Local	Regional		Zone K	Zone M	Zone ()		
11. Austin, Tex. (university). 12. McAlester, Okla 13. Little Rock, Ark 14. Columbia, Tean 15. Atlanta, Ga	-0.001 +.001 +.001 +.106 +.014	-0.003 003 .000 004 004	0.003 004 002 004 005	-0.009 010 002 009 011	-0.010 010 605 009 013	-0.018 017 008 017 021	-0.019 017 014 017 022	$ \begin{array}{r} -0.010 \\ -0.027 \\ +.030 \\ +.026 \\023 \end{array} $	$ \begin{array}{r} -0.010 \\026 \\ +.032 \\ +.026 \\022 \end{array} $	-0.009 027 +.033 +.026 021	-0.009 027 +.036 +.026 022		
16. McCormick, S. C 17. Charleston, S. C 18. Beaufort, N. C 19. Charlottesville, Va 20. Deer Park, Md	+.012 +.016 +.036 +.002 +.041	002 .000 .000 002 013	002 .000 .000 003 015	098 . 000 . 000 010 029	007 .000 .000 001 026	012 .000 + .005 020 044	$\begin{array}{r}015 \\ + .001 \\ + .017 \\024 \\035 \end{array}$	$\begin{array}{c} + .015 \\021 \\021 \\013 \\ + .010 \end{array}$	$\begin{array}{c c} + .015 \\021 \\021 \\012 \\ + .012 \end{array}$	$\begin{array}{r} + .016 \\021 \\021 \\012 \\ + .007 \end{array}$	+ .018 022 033 009 + .001		
 Washington, D. C. (Coast Geodetic Survey Oflice). Washington, D. C (Smith- sonian Institution). Baltimore, Md. Philadelphia, Pa	+ .004 + .003 + .006 + .009 + .013	.000 .000 .000 .000 .000	001 001 001 001 001	001 001 001 001 001	003 003 003 002 003	005 005 005 004 005	009 009 009 007 008	+ .037 + .039 011 + .022 019	+ .038 + .040 010 + .023 018	+ .039 + .041 009 + .023 017	+ .041 + .043 007 + .025 016		
26. Hoboken, N. J. 27. New York, N. Y. 28. Worcester, Mass. 29. Boeton, Mass. 30. Cambridge, Mass.	+.008 +.011 +.018 +.013 +.010	.000 .000 002 .000 .000	.000 .000 003 .000 .000	001 001 007 .000 002	002 002 008 001 001	005 006 012 002 005	~ .009 ~ .009 ~ .011 ~ .005 005	+ .024 + .022 020 + .005 + .005	$\begin{array}{c c} + .024 \\ + .022 \\019 \\ + .005 \\ + .005 \end{array}$	+ .025 + .023 019 + .006 + .004	+ .028 + .025 021 + .008 + .005		
 Calais, Me	+ .010 + .005 .000 + .002 + .001	.000 003 004 004 002	.000 005 004 004 002	001 011 010 010 006	002 013 010 009 007	003 023 019 020 013	005 026 019 019 016	008 023 003 019 009	008 021 003 019 009	007 021 003 020 008	006 020 020 020 006		
 Chicago, Ill. Madison, Wis. St. Louis, Mo. Kansas City, Mo. Ellsworth, Kans. 	+.007 +.003 +.001 001 004	002 004 001 004 007	003 005 002 005 008		007 013 007 013 021	010 021 012 022 038	014 020 014 023 041	007 005 005 016 + . 014	$\begin{array}{c}006 \\004 \\004 \\015 \\ + .015 \end{array}$	$\begin{array}{r}005 \\004 \\003 \\015 \\ + .015 \end{array}$	003 006 003 015 + .017		
 Wallace, Kans. Colorado Springs. Colo Pikes Peak, Colo. Penver, Colo. Gunnison, Colo. 	$\begin{array}{r} .000 \\007 \\ + .187 \\015 \\001 \end{array}$	$\begin{array}{r}018 \\036 \\052 \\026 \\041 \end{array}$	$\begin{array}{c c}018 \\036 \\014 \\028 \\044 \end{array}$	048 094 113 076 120	048 093 100 085 128	084 165 189 152 212	085 104 172 169 210	$\begin{array}{c c} - & .012 \\ - & .007 \\ + & .021 \\ - & .016 \\ + & .020 \end{array}$	$\begin{array}{c}012 \\007 \\ + .013 \\014 \\ + .023 \end{array}$	$\begin{array}{c}012 \\008 \\ + .008 \\007 \\ + .028 \end{array}$	011 008 + .004 + .001 + .018		
 46. Grand Junction, Colo 47. Green River, Utah 48. Pleasant Valley Junction, Utah	+ .051 043 + .024 041	020 021 040 026	028 024 041 028	082067103075	089 074 100 078	156 130 171 137	170 150 159	+ .024021 + .004 + .010	+ .026018 + .005 + .012	+ .031 014 + .001 + .013	+ .038 001 008 + .016		
50. Grand Canyon, Wyo	+ .038	041	042	108	109	180	165	002	001	001	017		
 Lower Geyser Basin, Wyo, Seattle, Wash. (uni-versity). A San Francisco, Cal	+ .028 020 + .045 + .120	039 . 000 . 000 012	041 .000 .000 012	$\begin{array}{r}103 \\002 \\002 \\017 \end{array}$	104 004 003 009	$\begin{vmatrix}177 \\020 \\ +.009 \\018 \end{vmatrix}$	$ \begin{array}{r}169 \\038 \\ + .033 \\003 \end{array} $	001 003 023 003	+ .001 093 023 003	.000 091 022 011	009 075 047 018		
 Seattle, Wash. (high school)	$\begin{array}{r}018 \\ + .014 \\ + .008 \\009 \\006 \end{array}$.000 007 007 004 007	.000 008 008 004 004 007	002 020 019 011 018	004 020 021 012 019	020 031 033 023 035	038 024 029 025 037	093 + . 038 + . 023 + . 019 + . 001	093 +.039 +.024 +.019 +.001	091 + .038 + .025 + .020 + .002	$\begin{array}{r}075 \\ + .031 \\ + .019 \\ + .021 \\ + .003 \end{array}$		
61. Sweetwater, Tex	$\begin{array}{r} + .009 \\ + .013 \\ + .001 \\ + .038 \\010 \end{array}$	011 009 020 020 001	012 010 021 020 001	028 024 054 046 004	029 025 055 041 006	049 038 098 076 012	049 032 104 069 018	029 + . 031 + . 007 050 + . 009	$\begin{array}{c c}028 \\ + .032 \\ + .008 \\050 \\ + .009 \end{array}$	$\begin{array}{c}028 \\ + .032 \\ + .008 \\055 \\ + .011 \end{array}$	$\begin{array}{r}029 \\ + .025 \\ + .013 \\057 \\ + .015 \end{array}$		
66. Compton, Cal. 67. Goldfield, Nev. 68. Yavapai, Ariz. 69. Grand Canyon, Ariz. 70. Gallup, N. Mex.	.000 +.027 +.034 096 +.014	.000 030 050 028 036	001 030 030 029 036	003 074 080 079 095	004 078 080 080 095	014 134 137 136 163	024 141 129 127 156	$\begin{array}{c c} - & .050 \\ - & .013 \\ + & .001 \\ - & .010 \\ - & .013 \end{array}$	049 013 + .001 009 013	049 009 + .001 009 013	040 006 007 019 020		
 Les Vegas, N. Mex. Shamrock, Tex. Denison, Tex. Minneapolis, Minn. Lead, S. Dak. 	$\begin{array}{c} + .017 \\ + .007 \\001 \\005 \\ + .044 \end{array}$	036 013 004 004 026	$\begin{array}{r}035 \\012 \\004 \\005 \\027 \end{array}$	094 031 010 012 064	094 031 009 013 061	$\begin{array}{c c} - & .160 \\ - & .055 \\ - & .018 \\ - & .022 \\ - & .102 \end{array}$	150 056 017 024 089	+ .003 + .032 + .005 + .059 + .052	$\begin{array}{r} + .002 \\ + .031 \\ + .005 \\ + .060 \\ + .053 \end{array}$	$\begin{array}{r} + .003 \\ + .032 \\ + .004 \\ + .060 \\ + .049 \end{array}$	007 + .033 + .004 + .061 + .039		
 Bismarck, N. Duk Hinsdale, Mont Sandpoint, Idaho	005 017 044 042 + .008	008 010 014 016 .000	$\begin{array}{c c}009 \\012 \\014 \\018 \\ .000 \end{array}$	$ \begin{array}{r}024 \\030 \\045 \\047 \\002 \end{array} $	026 034 049 051 005	044 058 086 094 .000	047 067 095 108 + .008	+ .002 + .029 + .002 + .008 013	$\begin{array}{c c} + .003 \\ + .031 \\ + .002 \\ + .010 \\013 \end{array}$	$\begin{array}{c} + .004 \\ + .033 \\ + .006 \\ + .012 \\010 \end{array}$	+ .005 + .038 + .011 + .022 021		

Comparison between local and regional isostatic compensation-Continued.

Comparison between local and regional isostatic compensation-Continued.

		Effect of topog-	E	fiect of con	npensation	n within ou	-	Hayford	Anomaly with regional com- pensation within outer limit of-				
N	nmber and name of station	and compen-	Zone K	(18.8 km.)	Zone M ((58.8 km.)	Zone O (166.7 km.)	anomaly, 1912	Zone K	Zone M	7070 0	
			Local	Regional	Local	Regional	Local	Regional		2000 X		2010 0	
81 82 83 84	Sisson, Cal. Rock Springs, Wyo Paxton, Nebr Washington, D. C. (Bu-	+0.015 001 + .002	-0.022 036 014	0.026 034 016	-0.058 093 041	-0.059 093 043	-0.096 169 073	-0.098 177 077	-0.010 + .013 006	-0.006 + .011 004	-0.009 + .013 004	-0.018 + .021 002	
85.	reau of Standards) North Hero, Vt	+ .012 009	.000	001 001	001 003	003	005 012	009 016	+ .037 + .001	+ .038 + .002	+.039 +.005	+.041 +.005	
86. 87. 88. 89. 90.	Lake Placid, N. Y Potsdam, N. Y Wilson, N. Y Alpena, Mich Virginia Beach, Va	+.032 004 002 .000 +.025	$\begin{array}{r}011 \\002 \\ .000 \\004 \\ .000 \end{array}$	$\begin{array}{c}012 \\003 \\002 \\003 \\ .000 \end{array}$	024 008 003 010 .000	021 010 004 008	033 017 011 016 .000	$\begin{array}{r}020 \\017 \\017 \\016 \\ + .002 \end{array}$	$\begin{array}{r} + .006 \\ + .021 \\010 \\020 \\048 \end{array}$	+ .007 + .022 008 021 048	+ .003 + .023 009 022 048	$\begin{array}{r}007 \\ + .021 \\004 \\020 \\050 \end{array}$	
91. 92. 93. 94. 95.	Durham, N. C. Fernandina, Fla. Wilmer, Ala. Aliceville, Ala. New Madrid, Mo	+ .014 + .017 + .018 + .008 + .001	. 000 . 000 . 000 . 000 . 000	$\begin{array}{c}002 \\ .000 \\001 \\001 \\002 \end{array}$	004 .000 001 001 001	006 .000 002 603 004	008 .000 001 005 007	$\begin{array}{r}010 \\ + .001 \\002 \\007 \\011 \end{array}$	+.036 +.010 044 017 +.001	+.038 +.010 043 016 +.003	$\begin{array}{r} + .038 \\ + .010 \\043 \\015 \\ + .004 \end{array}$	+.038 +.009 043 015 +.005	
96. 97. 98. 99. 100.	Mena, Ark Nacogdoches, Tex Alpine, Tex. Farwell, Tex Guymon, Okla	+ .015 + .008 + .033 + .011 001	004 .000 022 020 014	006 002 025 021 016	012 001 061 055 042	013 004 063 056 046	020 005 098 096 077	017 006 085 094 081	$\begin{array}{r}052 \\012 \\ + .021 \\016 \\017 \end{array}$	$\begin{array}{r}050 \\010 \\ + .024 \\015 \\015 \end{array}$	$\begin{array}{r}051 \\009 \\ + .023 \\015 \\013 \end{array}$	055 011 + .008 018 013	
101. 102. 103. 104. 105.	Helenwood, Tenn. Cloudland, Tenn. Hughes, Tenn. Charleston, W. Va. State College, Pa.	+ .015 + .139 + .053 010 + .010	007 019 018 004 005	008 017 018 005 007	020 039 038 012 016	020 033 034 015 018	033 058 057 027 030	030 043 044 035 030	+ .040 + .004 029 024 021	+ .041 + .002 029 023 J19	+ .040 002 033 021 019	+ .037 011 042 016 021	
106. 107. 108. 109. 110.	Fort Kent, Me Prentice, Wis Fergus Falls, Minn Sheridan, Wyo Boulder, Mont	+ .001 + .010 + .001 031 007	002 007 005 020 031	003 008 006 021 032	006 019 014 068 077	009 019 015 077 074	016 032 026 120 137	017 028 029 118 139	$\begin{array}{r}013 \\ + .024 \\006 \\ + .032 \\015 \end{array}$	$\begin{array}{c} - & .012 \\ + & .025 \\ - & .005 \\ + & .033 \\ - & .014 \end{array}$	$\begin{array}{r}010 \\ + .024 \\005 \\ + .041 \\018 \end{array}$	012 + .020 003 + .030 013	
111. 112. 113. 114. 115.	Skykomish, Wash Olympia, Wash Heppner, Oreg Truckee, Cal Winnemucca, Nev	047 012 007 + .057 004	014 .000 010 035 022	018 .000 010 035 023	038 002 027 085 062	038 003 029 061 065	058 014 056 129 116	047 025 067 100 128	028 + . 033 027 028 009	024 + . 033 027 028 008	$\begin{array}{r}028 \\ + .034 \\025 \\032 \\006 \end{array}$	$\begin{array}{r}039 \\ + .044 \\016 \\057 \\ + .003 \end{array}$	
116. 117. 118. 119. 120.	Ely, Nev. Guernsey, Wyo. Pierre, S. Dak Fort Dodge, Iowa. Keithsburg, Ill	+ .020 016 013 + .002 003	038 022 007 004 004	039 024 008 006 003	094 062 021 014 009	093 067 023 015 008	159 117 042 026 016	150 127 048 027 016	$\begin{array}{r}021 \\ + .036 \\ + .014 \\ + .015 \\008 \end{array}$	020 + .038 + .015 + .017 009	022 + .041 + .016 + .016 009	$\begin{array}{r}030 \\ + .046 \\ + .020 \\ + .016 \\008 \end{array}$	
121. 122. 123. 1 4,	Grand Rapids, Mich Angola, Ind Albany, N. Y Port Jervis, N. Y	+ .003 + .011 006 + .003	004 004 001 003	004 005 002 004	010 011 008 011	009 012 011 013	018 019 020 020	017 018 025 019	+ .002 + .011 043 033	+.002 +.012 042 032	+ .001 + .012 040 031	+.001 +.010 038 034	
	Mean with regard to sign.								002	001	001	002	
	Mean with regard to								. 020	. 019	. 020	. 020	
	sign ³ Mean without regard to	•••••	•••••	• • • • • • • • • • •					. 000	+ .001	+ .001	001	
	sign a								. 018	. 018	.018	.019	
				a On	nitting Sea	ttle station	15.						

If we ignore the two Seattle stations, which seems to be justifiable on account of their excessively large anomalies (see p. 53), we have means with regard to sign, which are zero or 0.001 dyne, for the four methods of horizontal distribution of the compensation. Also three of the methods have means without regard to sign of 0.018 dyne and one of them a mean of 0.019 dyne. These anomalies show that for the country taken as a whole, no one of the methods has an advantage over the others.

It can be readily understood that for a station on a plateau of considerable horizontal extent the effect of compensation should be the same by the several methods, for the amount of compensation under any portion of the area near the station would be the same for each. If the country has varied topography, then the effect of compensation will be different for the different methods of distribution. For instance, in a valley with mountains on either side the effect of the compensation will be different if some of the compensation of the mountain masses is extended horizontally under the valley.

The decision as to whether we have local or regional compensation must depend upon whether any one method has a general application to a set of stations which exist under the same or similar conditions. For instance, if mountain stations have smaller anomalies on an average, and if the mean of all these stations with regard to sign should be close to zero when reduced by a given method, then we should be justified in concluding that this method is based upon more nearly correct assumptions than a method which gives larger anomalies and a larger mean with regard to sign.

In order to make the regional method of reduction logical, the compensation of each topographic feature should be computed separately to the limits of the zone having the topographic feature at its center. The method of computation actually adopted may give very erroneous results. For instance, let us assume that the compensation is distributed regionally within zone O, with the station at its center. It may happen that the station is in a broad valley or on a plain with mountains surrounding it at a distance of about 167 kms. None of the compensation under the mountains would be taken into account in making the reductions, and the computed value of gravity would be too great. On the other hand, if the station were in the mountains, with valleys or plains just beyond the limits of zone O, then none of the compensation of the mountains would be too small. Therefore, in making the reductions by the regional method the compensation for each topographic feature should be distributed separately before making the computations to obtain its effect. This, of course, would be possible, but it would be such a laborious process that it would not be practicable.

RELATION OF LOCAL-COMPENSATION ANOMALIES AND REGIONAL-COMPENSATION ANOMALIES TO THE TOPOGRAPHY.

The tables given in the following pages contain the anomalies computed by the local and the three regional methods, with the stations arranged according to the same topographic groupings as are shown on pages 63 to 67.

Number and name of station.	Hayford anomaly, 1912 (local compensation within outer limit of			nal com- 1 outer	Number and name of station	Hayford anomaly, 1912 (local compen-	Anomaly with regional com- pensation within outer limit of-					
	sation)	Zone K	Zone M Zone C			sation)	Zone K	Zone M	Zone ()			
 54. San Francisco, Cal	$\begin{array}{c} -0.023 \\ -0.021 \\013 \\048 \\ +.010 \\ +.027 \\013 \\ .000 \\ +.022 \end{array}$	$\begin{array}{c} -0.023 \\ -0.021 \\ -0.03 \\ -0.48 \\ +010 \\ +008 \\ +027 \\ -013 \\ 000 \\ +022 \end{array}$	$\begin{array}{c} -0.022 \\ -0.021 \\ -0.010 \\ -0.048 \\ +010 \\ +027 \\ -0.03 \\ -000 \\ +023 \end{array}$	$\begin{array}{r} -0.047 \\ -0.021 \\ -0.050 \\ +.009 \\003 \\ +.024 \\013 \\ .000 \\ +.025 \end{array}$	26. Hoboken, N. J. 66. Compton, Cal	+0.024 050 +.018 +.010 +.005 +.005 +.005 021 009 004 .018	+0.024 049 +.017 +.010 +.005 +.005 +.005 021 009 004 .018	+0.025 048 +.016 +.010 +.006 +.006 021 009 004 .018	+0.028 037 +.016 +.010 +.008 +.007 022 009 009			

Local and regional anomalies at 18 coast stations arranged in the order of their distances from the 1000-fathom line.

For coast stations the mean anomalies with and without regard to sign are the same for local and for regional compensation through zones K and M. In no case does a regional anomaly with compensation out through zones K and M differ more than 0.003 dyne from a local compensation anomaly. This is as one might expect, for the topography is low and the water within zone M is comparatively shallow, so the distribution of compensation regionally can have little influence on the value of the effect of the compensation.

The anomalies for regional compensation to the outer limit of zone O have decidedly larger negative values than those for local compensation at San Francisco (No. 54), at Beaufort (No. 18),

and at Astoria (No. 80), while at Key West (No. 1) the anomaly changes from +0.008 to -0.003. These decided differences are to be expected for a portion of the compensation under the water, which is of positive sign, is distributed through the zone, and as the vertical component of its attraction is greater for the regional distribution than for the local it increases the computed value of gravity at the station and hence makes the anomaly $g-g_c$ have a smaller positive or a larger negative value.

The anomaly at Compton (No. 66) is changed in the opposite direction. This is due to the distribution of the compensation for the high land, which decreases the computed value of the intensity of gravity at the station.

The mean anomaly with regard to sign for regional compensation to the outer limit of zone O is -0.006, while the mean for local compensation is -0.004. The means without regard to sign for these anomalies are, respectively, 0.020 and 0.018. The differences are small but they do not favor distribution of compensation regionally to the outer limit of zone O.

The reason why the mean with regard to sign is negative for the Hayford anomalies at coast stations is discussed under the heading "Relation between the gravity anomalies and the geologic formation." (See p. 70.)

The following table gives the local and regional anomalies at stations near the coast, the stations being arranged in the order of their distance from the open coast. These distances are given in the table on page 64.

Local and regional anomalies at 25 stations near the coast, arranged in the order of their distances from the open coast.

Number and name of station	Hayford anomaly, 1912 (local	Anomaly with regional com- pensation within outer limit of-			Number and name of station	Hayford anomaly, 1911 (local	Anomaly with regional com- pensation within outer limit of—			
	sation)	Zone K Zone M Zone O		Zone O	1	compen- sation)	Zone K	Zone M	Zone O	
 Calais, Me	-0.008 019 044 011 020	-0.008 + .018 043 010 019	0.007 017 043 009 019	0.006 016 043 007 021	123. Albany, N. Y. 16. McCormick, S. C. 10. Austh, Tex. (Capitol). 11. Austh, Tex. (University). 19. Charlottesville, Va.	-0.043 + .015 008 010 013	$\begin{array}{r} -0.042 \\ + .015 \\008 \\010 \\012 \end{array}$	$\begin{array}{r} -0.040 \\ + .016 \\007 \\009 \\012 \end{array}$	-0.038 + .018 007 009 009	
 Philadelphia, Pa	+ .022 033 010 + .037 + .039	+ .023 032 006 + .038 + .040	+ .023 031 009 + .039 + .041	+ .025 034 018 + .041 + .043	 Ithaca, N. Y	$\begin{array}{r}023 \\017 \\ + .031 \\013 \\ + .016 \end{array}$	$\begin{array}{r}021 \\016 \\ + .032 \\012 \\ + .017 \\ \hline001 \end{array}$	$\begin{array}{r}021 \\015 \\ + .032 \\010 \\ + .017 \end{array}$	020 015 + .025 012 + .019 001	
 Washington, D. C. (Bureau of Standards). Purham, N. C Jaredo, Tex Yuma, Ariz Nacogdoches, Tex 	+ .037 + .036 020 + .009 011	+ .038 + .038 020 + .009 009	+ .039 + .038 019 + .011 008	+ .041 + .038 020 + .015 010	sign	. 022	. 021	. 021	. 022	

There are only three stations at which there are decided differences between the local and regional anomalies in the above table. These are Sisson (No. 81), where the change is 0.008, Yuma (No. 65), where it is 0.006, and Kerrville (No. 62), where the change is also 0.006.

As practically all of the 25 stations under consideration are in topography with little relief, one would expect the anomalies to be little changed by the different methods of making the reductions. The mean anomalies with and without regard to sign have a total range of only 0.001. These stations, therefore, give no information as to whether one of the methods has any advantage over any other one.

The following table gives the local and regional anomalies at 39 stations in the interior which are not in mountainous regions. The stations are arranged in the order of their elevation above sea level. These elevations are given in the table on page 64.

Number and name of station	Hayford anomaly, IBUM (local	Anomaly with regional com- pensation within outer limit of—			Number and name of station.	Hayford anomaly, 1912 (local	Anomaly with regional com- pensation within outer limit of—		
	compen- sation)	on) Zone K Zone M Zone		Zone O		compen- sation)	Zone K	Zone M	Zone O
95. New Madrid, Mo. 88. Wilson, N. Y. 13. Little Rock, Ark. 87. Potsdam, N. Y. 35. Terre Haute, Ind.	$\begin{array}{r} +0.001 \\ -0.010 \\ +0.030 \\ +0.021 \\ -0.009 \end{array}$	+0.003 008 + .032 + .022 009	+0.004 009 +.083 +.023 008	+0.005 004 +.036 +.021 006	122. Angola, Ind. 15. Atlanta, Ga. 19. Fort 1 odge, Iowa. 108. Fergus Falls, Minn. 96. Mena, Ark.	$\begin{array}{r} +0.011 \\ -0.023 \\ +0.015 \\ -0.006 \\ -0.052 \end{array}$	+0.012 022 +.017 005 050	$\begin{array}{r} +0.012 \\ -0.021 \\ +0.016 \\ -0.005 \\ -0.051 \end{array}$	+0.010 022 +.016 003 055
38. St. Louis, Mo 120. Keithsburg, Ill. 89. Aipana, Mich. 36. Chicago, Ill. 104. Charleston, W. Va	005 008 020 007 024	004 007 021 008 023	003 007 022 008 021	003 006 020 006 016	60. Mitcheil, S. Dak 58. Ely, Minn 118. Pierre, S. Dak 57. Iron River, Mich 40. Ellsworth, Kans	+ .001 + .023 + .014 + .038 + .014	+ .002 + .025 + .015 + .039 + .015	+ .004 + .026 + .016 + .038 + .015	+ .005 + .021 + .020 + .031 + .017
14. Columbis, Tenn 33. Cleveland, Ohio 73. Dienison, Tex 21. Grand Rapids, Mich 12. McAlester, Okla	$\begin{array}{r} + .026 \\003 \\ + .005 \\ + .002 \\027 \end{array}$	$\begin{array}{r} + .026 \\003 \\ + .005 \\ + .003 \\026 \end{array}$	+ .026 003 + .004 + .003 027	+ .026 003 + .004 + .003 027	107. Prentiss, Wis 76. Bismarck, N. Dak 61. Sweetwater, Tex 77. Hinsdale, Mont 72. Shamrook, Tex	$\begin{array}{r} + .024 \\ + .002 \\029 \\ + .029 \\ + .032 \end{array}$	+ .025 + .003 028 + .031 + .031	+ .024 + .004 028 + .033 + .032	+ .020 + .005 029 + .038 + .033
59. Pembina, N. Dak 24. Cincinnati, Ohlo 74. Minneapolis, Minn 37. Madison, Wis 39. Kansas City. Mo.	+ .019 019 + .059 005 016	+ .019 019 + .060 004 015	+ .020 020 + .060 004 015	+ .021 020 + .061 006 015	 83. Paxton, Nebr 100. Guymon, Okla 41. Wallace, Kans 99. Farwell, Tex 	006 017 012 016	004 015 012 015	004 013 012 015	002 013 011 018
					Mean with regard to sign. Mean without regard to sign	+ .001 .017	+ .002	+ .002	+ .003

Local and regional anomalies at 39 stations in the interior, and not in mountainous regions, arranged in the order of elevation.

The differences between the anomalies for the local and for the regional compensation to the outer limits of zones K and M are very small, there being only two as great as 0.004 and only five others as great as 0.003.

The differences between the anomalies for local compensation and for regional compensation to the outer limit of zone O are only slightly larger, the maximum difference being 0.009.

As with the stations back from the coast, the differences between the local and regional anomalies may be expected to be small, for the topography in the vicinity of these stations is fairly level.

The means without regard to sign for the different methods are practically the same, while the means with regard to sign differ only slightly. It must be considered that there is no evidence here in favor of either method, although the slight differences in the means with regard to sign favor the local distribution.

There are 22 stations in the United States in mountainous regions and below the general level, the anomalies for which by the local and regional methods of distribution of compensation are given in the following table. The elevations of the stations and the distances of the stations below the general elevation are given in the table on page 66.

Local and regional anomalies at 22 stations in mountainous regions and below the general level, arranged in the order of their distances below the general level.

Number and name of station	Hayford anomaly, 1912 (Jocal	Anomaly with regional com- pensation within outer limit of			Number and name of station	Hayford nomaly, 1912 (local	Anomaly with regional com- pensation within outer limit of-			
	compen- sation)	Zone K	Zone M	Zone O		sation)	Zone K	Zone M	Zone O	
 70. Gallup, N. Mex. 70. Gallup, N. Mex. 70. Goldfield, Nev. 82. North Hero, Vt. 83. El Paso, Tex. 84. Beppner, Oreg. 85. Olympia, Wash. 86. Beppner, Oreg. 86. Beppner, Oreg. 87. Olympia, Wash. 88. Beppner, Oreg. 89. Beppner, Oreg. 80. Beppner, O	$\begin{array}{r} -0.013\\ -0.021\\021\\ +.001\\ +.001\\ +.007\\027\\ +.033\\015\\028\\ +.036\\ +.036\\ +.032\\ +.032\\ +.020\\007\\ \end{array}$	$\begin{array}{r} -0.013\\019\\013\\ +.002\\ +.008\\027\\ +.033\\024\\ +.038\\024\\ +.038\\008\\ +.033\\ +.011\\ +.023\\007\end{array}$	$\begin{array}{r} -0.013\\ -0.019\\012\\ +.005\\ +.005\\ +.008\\025\\ +.034\\018\\028\\ +.041\\ +.041\\ +.013\\ +.028\\008\\008\end{array}$	$\begin{array}{r} -0.020\\021\\009\\ +.005\\ +.013\\016\\ +.044\\013\\030\\ +.046\\ +.003\\ +.030\\ +.021\\ +.018\\008\end{array}$	 49. Salt Lake City, Utah	+0.010 -016 +008 +002 -010 +024 -021 .000 .017	$\begin{array}{r} +0.012 \\014 \\ +.010 \\ +.002 \\009 \\ +.026 \\018 \\ \end{array}$	+0.013 007 +.012 +.006 009 +.031 +.014 +.003 .018	+0.016 +.001 +.021 +.011 019 +.038 001 +.038 001	

The anomalies for the regional compensation to the outer limits of zones K and M are only slightly different from the anomalies for local compensation and the means with regard to sign show only a slight advantage for the local compensation method. The means without regard to sign for the three sets of anomalies are practically the same. But for regional compensation to the outer limit of zone O, there are four anomalies which are larger than the maximum anomaly for local compensation, 0.036. While the average anomaly without regard to sign is nearly the same for the two methods, the mean with regard to sign is zero for local compensation and +0.006 for regional compensation to the outer limit of zone O. This, it is believed, is comparatively strong evidence in favor of local distribution of compensation. This is especially true as the mean with regard to sign for 122 stations, regional compensation considered to the outer limit of zone O (see bottom of table on p. 87), is -0.001. The mean in the above table is, therefore, 0.007 different from the mean of all.

As the compensation of the higher land is brought closer to the station it is natural that the computed gravity at the stations should be less than for the local distribution of the compensation.

The last table of this series gives the local and regional anomalies at 18 stations in mountainous regions which are above the general level. The elevations of the stations above sea level and the distances above the general level are given in the table on page 66.

Local and regional anomalies at 18 stations in mountainous regions and above the general level, arranged in the order of their distances above the general level.

Number and name of station	Hayford anomaly, 1912 (local	Anomaly with regional com- pensation within outer limit of—			Number and name of station	Hayford anomaly, 1912 (local	Anomaly with regional com- pensation within outer limit of—		
	compen- sation)	Zone K	'Zone M	Zone O		compen- sation)	Zone K	Zone M	Zone O
 Las Vegas, N. Mex	$\begin{array}{r} +0.003\\021\\ +.040\\001\\ +.021\\ +.021\\ +.004\\002\\ +.021\\060\\ +.010\end{array}$	$\begin{array}{r} +0.002 \\020 \\ +.041 \\ +.001 \\ +.023 \\ +.005 \\001 \\ +.024 \\ +.050 \\ +.012 \end{array}$	$\begin{array}{r} +0.003\\ -0.022\\ +.040\\ .000\\ +.022\\ +.001\\001\\ +.023\\055\\ +.007\end{array}$	$\begin{array}{c} -0.007 \\030 \\ +.037 \\009 \\ +.008 \\ \end{array}$	 Lake Plackl, N. Y	$\begin{array}{r} +0.006 \\029 \\ +.052 \\ +.001 \\ +.028 \\003 \\ +.004 \\ +.021 \\ +.003 \\ .018 \end{array}$	$\begin{array}{r} +0.007\\029\\ +.053\\ +.001\\028\\003\\ +.002\\ +.013\\ +.003\\ +.003\\ .018\end{array}$	$\begin{array}{r} +0.003\\033\\ +.049\\ +.001\\032\\011\\002\\ +.008\\ .000\\ .017\end{array}$	$\begin{array}{r} -0.007\\042\\ +.039\\007\\057\\057\\018\\011\\ +.004\\010\\ .020\\ \end{array}$

This table gives strong evidence that the local compensation and the regional compensation to the outer limits of zones K and M are much nearer the truth than regional compensation to the outer limit of zone O. There is some slight evidence in favor of regional compensation to the outer limit of zone M.

The mean anomaly without regard to sign for regional compensation to the outer limit of zone O is only 0.002 larger than for the local method, but the mean with regard to sign is -0.010 while for the local method it is only +0.003, and the former is 0.009 different from the mean for 122 stations, -0.001 (see p. 87).

The progressive decrease algebraically in the regional anomalies as the radius of distribution of the compensation is increased is what one would naturally expect, for as the compensation is placed farther and farther from the station it has less effect, and so the computed gravity is increased and the anomalies are decreased algebraically.

CONCLUSION.

The evidence and analysis given on pages 85 to 91 lead to the definite conclusion that the local distribution of compensation is much nearer the truth than the regional distribution of the compensation to a distance of 166.7 km. from the stations. This conclusion is based upon the great difference of 0.016 dyne between the mean zone-O anomaly for stations in moun-

tainous regions below the general level and the mean zone-O anomaly at stations in mountainous regions above the general level. The difference between the mean anomalies for the local method for these two groups of stations is only 0.003.

There is no evidence which favors the local as against the regional distribution out through zones K and M. Whether there is some intermediate zone between 58.8 and 166.7 km. which would give as good results as the local distribution could be determined only by further computations.

The discussions under other headings in this report show that the cause of the anomalies is local to a great extent. We are forced to believe that the anomalies can not be materially reduced by any method of regional distribution of the compensation of general application. This fact is clearly shown in the preceding tables, for only occasionally is a large localcompensation anomaly greatly reduced by a regional method of distributing the compensation. More often the regional distribution increases the anomaly.

As stated on page 88, the method employed for the regional distribution is somewhat illogical in that the compensation for each topographic feature is not distributed separately, but the author believes the above conclusions would not be changed if the ideal method were employed.

Chapter VII. EFFECT OF THE ELEVATION OF THE STATION UPON THE INTENSITY OF GRAVITY.

In computing the correction to the intensity of gravity due to the elevation of a station above sea level the well known formula

c = -0.0003086 H

was used, c being the correction for height in dynes and H the elevation in meters.

The constant factor of this formula was not questioned during the investigation until it was found that the gravity anomalies were quite different at pairs of stations near each other horizontally, but with a considerable difference in elevation. In the United States there are 3 such pairs of stations and from the report of the International Geodetic Association 9 sets in Europe were selected and the Hayford anomalies were computed for each station involved. Later it was found that there are 2 pairs in India.

There are shown in the following table the data for each of the sets. In two cases there are three stations in a set.

The density is given for information only. Its value is taken from reports of the International Geodetic Association. The corrections for topography and isostatic compensation are all based on the same density, 2.67.

Sets of stations	Latitude	Longitude	Н	Density	ggo	Hayford anomaly, 1912
, fStilfserjoch, Austria	46 31.8	10 27.4	Meters. 2760	2.4	0.010	-0.018
*(Franzenhöhe, Austria	46 32.0	10 29.0	2188	2.4	014	022
2(Schneskoppe, Germany	50 44.2 50 45.7	15 44.6 15 44.6	1605 917	2.73 2.65	+ .029 + .019	+ .021 + .011
3{Brocken, Germany	51 48.0 51 50.0	10 37 10 36.0	1140 623	2.6 2.6	+ .053 + .052	+ .045
4 [Naye, Switzerland	46 26.0 46 24.1	6 58.7 6 55.7	1987 376	2.7 2.6	+ .026 + .019	+ .018
5/Chaumont, Switzerland	47 01.4 47 00.1	6 57.1 6 57.3	1018 487	2.7 2.7	+ .044 + .032	+ .036
Gornergrat, Switzerland 6 Riffeiberg, Switzerland Zermatt, Switzerland	45 59.0 45 59.6 46 01.5	7 46.8 7 45.3 7 45.0	3016 2566 1603	2.73 2.74 2.76	+ .053 + .055 + .044	+ .045 + .047 + .036
7{Belaip, Switzerland Brig, Switzerland	46 22.0 46 19.7	7 59.6 8 00.4	2132 683	2.72	+ .010	$+ .002 \\012$
8 Eggishorn, Switzerland	46 25.2 46 24.2	8 06.8 8 08.1	2187 1049	2.65	+ .013	+.005 008
9 (Sanatsch, Switzerland	46 19.3 46 23.2	7 17.2 7 16.2	9041 1185	2.70	+ .020 + .021	+ .012 + .013
10 Pikes Peak, Colo	38 50.3 38 50.7	105 02.0 104 49.0	4293 1841	2.62 2.4	+ .029 + .001	+ .021
11 (Yavapai, Ariz	36 03.9 36 05.3	112 07.1 112 06.8	2179 849		+ .009	+ .001
12 (Cloudland, Tenn	36 05.2 36 05.5	82 07.9 82 07.2	1990 994		+ .012 021	+ .004
Mussoorie (Camels Back), India Rajpur, India Denra Dun, India	30 27.6 30 24.2 30 19.5	78 04.5 78 05.8 78 03.2	2110 1012 082	(2.8) 2.5 2.45	+ .055 + .027 + .006	+ .047 + .019 002
14{Yercaud, India	11 65.9 11 60.1	78 12.5 78 09.2	1359 289	2.7	031	039

Sets of adjacent stations having great differences of elevation.

The following table shows the difference in elevation of the stations forming a set and the differences in the anomalies for each set. There are two cases where there are three stations in a set. In one case (set No. 6) the mean of the two high stations was used in getting the differences in elevation and anomaly and in the other case (set No. 13) the mean of the two low stations was used:

Set No.	Difference of elevation high-low	Difference of anomalies high—low	Set No.	Difference of elevation high—low	Difference of anomalies high-low
1 2 3 4 5 7 7	Meters. 572 585 517 1611 531 1138 1449 1158	Dynes. +0.004 + .010 + .001 + .007 + .012 + .010 + .014 + .013	9 10 11 12 13 14 Total	Meters. 856 2462 1220 896 1263 1080 15571	Dynes. -0.001 +.028 +.011 +.033 +.039 +.017 +.198

Differences of elevation	s and anomalies	for sets o	f near stations.
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It is seen that in only one case is the difference in anomaly negative, and this difference is only 0.001 dyne. On an average a difference in elevation of 100 meters causes a difference in the anomalies of 0.0013 dyne; and a difference of anomaly of 0.0010 dyne is caused by a difference in elevation of 79 meters.

If a change of 0.0000130 in the constant term of the height formula were made, the resulting formula, c = -0.0002956 H, would make the total difference in the anomalies with regard to sign equal to zero.

The derivation of the constant term of the formula from the observed value of gravity at 124 stations in the United States made its value 0.0003066, with a probable error of ± 0.0000017 . That the height formula is in error by such an amount as the 0.0000130 indicated by the above data is improbable for two reasons: First, because if the changed height formula were used in computing the correction for elevation for the United States stations, there would be a strong relation between the elevation of the stations and the gravity anomaly. The higher the station the less algebraically would be its anomaly, while with the unchanged formula there is no apparent relation between the anomalies and the elevation. Second, a very careful and thorough investigation was made by W. D. Lambert, of the Survey, which failed to disclose any flaws in the derivation of the constant factor of the formula.

An investigation of the subject along other lines was made, and it was found that there are several causes to which may be due some of the difference in the anomalies at high and low stations which are horizontally close together.

First. In general the higher station of a pair is on a mountain peak which has comparatively steep slopes. The corrections for topography were computed by the zone method, the average elevation in the zone being used in the computations. This has the effect of lessening the effect of the closer part of the topography in the zone, as the leveling method involved in assuming a uniform average level for the whole zone lowers the nearby topography and increases its distance from the station. A test was made of the effect of using narrower zones from the station out to a distance of 2.29 km. The tables for these zones are shown on pages 11 to 18. When the effect of the topography near the high station was computed with the narrower zones for station Pikes Peak, a difference of 0.0033 dyne was found. At station Yavapai, Ariz., the difference was found to be 0.0031. The sign of this difference is such as to bring the two anomalies for a pair of stations nearer together.

Second. It may be assumed that in general the higher station of a pair is on topography of greater density than the lower one. The former is usually on a mountain peak which is composed of well-compacted matter, while the lower station is in a valley or in the foothills, where the material is not so well compacted and has much more porosity than the higher mountain mass. It is sometimes true that the two stations of a pair are on different geologic formations. The higher station in general is on the older formation with a greater density.

If it is assumed that the high station is on topography which has a density 0.10 greater than the assumed normal (2.67) and that the lower station is on material 0.10 less than normal, and that these densities obtain for all the topography above sea level, then the topography for the area near the high station would have a greater effect than that which has been used in this investigation, and, conversely, the topography at the lower station would have a less effect than normal.

This is shown in a clear manner by making the changes in density at Pikes Peak and Colorado Springs. The change in the effect of the topography within a radius of 3.5 km. due to increasing its density 0.10 is +0.0085 dyne, while the change from decreasing the density at Colorado Springs by 0.10 is -0.0057. The sum of the two changes in topographic effect is +0.014. The difference between the anomalies at these two stations is 0.028 dyne. The changes in density in the topography near each of the stations reduced by one-half the difference between the anomalies. The changes at the two stations Cloudland and Hughes would be +0.0054 and -0.0035, respectively, and the difference of the anomalies at the two stations would be reduced from 0.033 to 0.024.

In practically all cases the difference in the existing anomalies at two close stations, as shown in the table on page 93, would be reduced by increasing the density of the topography at the high station and decreasing the density of the topography at the low one. The only exception to this general rule is pair No. 9 in the above table. Here the lower station has the larger anomaly, but the difference between the two anomalies is only 0.001 dyne.

It is scarcely possible to make a correction for erroneous density of topography used in the regular reductions, for even if the density of the surface rocks were known one would not be justified in assuming that the density of the surface obtained to any given depth below the surface.

Third. Another correction could be applied to the combined effect of topography and compensation at a station which would make the difference smaller between the anomalies at a pair of stations close together horizontally but with different elevations. In making the tables for computing the effect of topography and compensation it was assumed that the compensation began at the surface and extended to a depth of 113.7 km. This was done to facilitate the computation, although it does not seem to be a reasonable assumption. It is more probable that the compensation begins at sea level or at some lower depth. If it is assumed that the compensation begins at sea level, then the effect of compensation for the topography near the station above sea level is less than when computed by the usual method.

If the average elevation of the topography in a near zone is 1900 meters (6200 feet), then the change in the effect of the compensation will be one-sixtieth of the effect of the topography in that zone. The approximate general rule is that the effect of compensation of topography near the station will be reduced by an amount equal to the product of the elevation of a zone by the correction for topography for the zone divided by the depth of compensation.

Let us apply this at Pikes Peak. The elevations for zones C, D, E, and F are, respectively, 4300, 4100, 3900, and 3700 meters. The corrections for topography for those zones are, respectively, +0.0165, +0.0325, +0.0545, and +0.0639 dyne. The change in the compensation for the four zones is 0.008, and this is the amount the effect of compensation at Pikes Peak is reduced. There would be a further reduction in the compensation if the test were made for a few zones beyond zone F. The effect of the change at a single station becomes zero in general at about zones J or K. For the outer zones the effect is small for any one station and for a pair of stations the effect on the relative anomaly is negligible.

At Colorado Springs, the lower station of the pair, the average elevation of the topography out to the limits of zone F is about 1800 meters, and the change in the effect of compensation by having it distributed from sea level for zones A to F is 0.002 dyne. The total effect on the difference in the anomalies of changing the position of the upper surface of the compensation at Pikes Peak and Colorado Springs would be about 0.010 dyne. The reduction of the differences at other pairs of stations in this country and abroad would be less than this, in most cases much less. If the depth of compensation were materially reduced, say, to 60 km., then the effect of starting the distribution of the compensation at the sea level rather than at the surface would be about double what it would be for the depth 113.7 km.

The table on pages 103-105 shows that if the depth of compensation were 127.9 km. the difference in the anomalies at Pikes Peak and Colorado Springs would be reduced to 0.026 dyne, and it would be further reduced to 0.021 dyne if the depth were 184.6 km. If the depth were 42.6 km., the difference in the anomalies at those stations would be increased to 0.051 dyne. For 85.3 km. it would be 0.033 dyne. A change in the depth makes practically no change in the difference between the anomalies at the pair of stations Cloudland and Hughes. The discussion on page 111 indicates that a depth greater than 130 km. is very improbable.

If the compensation has a regional distribution rather than a local distribution, then the anomaly will be reduced at Pikes Peak, it will remain about the same at Colorado Springs, and the difference in the anomalies at the two stations will be considerably reduced. If the distribution of compensation is regional to the outer limit of zone O (167 km.), the difference in the anomalies will be reduced from 0.028 to 0.012 dyne. It would be 0.016 dyne for regional distribution to the outer limit of zone M (59 km.). The regional distribution of the compensation does not materially reduce the difference in anomalies for the pair of stations Cloudland and Hughes and for the pair Yavapai and Grand Canyon. The effect of regional distribution at the pairs of stations not in the United States has not been computed. On page 91 it is shown that the regional distribution of the compensation to a distance of 167 km. is not so probable as the regional distribution to a much shorter distance or as the local distribution of the compensation.

We may conclude that the systematic difference in the anomalies at a pair of stations close together, with one high and one low station, is not due to error in the height formula nor to error in the assumed depth of compensation, but that it is due in part to errors in the assumed densities of the topography under the stations, to deviations from the normal densities in the material below sea level and in the upper crust, to the use of wide zones in computing the effect of the topography, to the probably erroneous assumption that the compensation begins at the surface of the topography, and to the assumption of local distribution of the compensation. That the cause is located in the upper crust rather than in the lower crust is evident from the fact that any deviation from the normal conditions in the lower crust would affect each of the two stations of a pair equally, or very nearly so. It is probable that the effect of any one of these causes varies considerably for the different pairs. It would be impossible to arrive at the true effect of each one of the causes for any pair except the effect of the use of the wide zones. The difference in the anomalies is probably due to the combined effect of all of the causes.

Chapter VIII.-EFFECT ON THE INTENSITY OF GRAVITY OF CHANGES IN THE DEPTH OF COMPENSATION.

On pages 103 to 105 of Special Publication No. 10, "The effect of topography and isostatic compensation on the intensity of gravity," is a discussion of some preliminary tests of the effect of a change in the assumed depth of compensation on the gravity anomalies. The conclusion reached was that the available gravity stations probably would not determine a depth that could compete in accuracy with the depths determined from deflections of the plumb line. The further accumulation of material and the further study of the question have brought about a partial revision of this conclusion.

To study the effect of a change in the depth of compensation it is necessary to have the effects of topography and isostatic compensation for different depths. To make these computations with complete theoretic accuracy would require a great amount of labor, even if there were available complete sets of tables similar to those on pages 30 to 47 of Special Publication No. 10, but computed for depths other than 113.7 km. This labor was greatly lessened by the adoption of the approximations below. The results of the computations are given on pages 100-102.

The effect of topography is not altered by a change of depth, but the compensation, and therefore the resultant, changes with the changing depth. The method of computation consists in multiplying either the compensation or the resultant of the topography and compensation by a factor depending on the depth and on the zone involved.

In the tables on pages 30 to 43 of Special Publication No. 10, the correction for elevation of the station above or below the compartment is, strictly speaking, the correction to the combined effect of topography and compensation, but most of the correction is due to the change in the effect of the topography and the part due to the change in the effect of the compensation is relatively small. The change with changing depth in the part due to compensation will generally be smaller still. Neglecting this-that is, considering the compartment to be on the same level as the station—the formula for the compensation C is

$$C = 2\pi k \delta \{ c_2 - c_1 - \sqrt{c_2^2 + t^2} + \sqrt{c_1^2 + t^2} \}$$

in which k is the gravitation constant, c_1 and c_2 are the inner and outerradii of the zone, and t is the depth of compensation. δ is the density of compensation and for land compartments is given by the formula, $\delta = 2.67 \frac{h}{t}$, where h is the mean elevation of the compartment, the density of the topography being assumed as 2.67. If C_o denote the compensation for depth 113.7 and C_d the compensa-tion for any other depth, it is evident that $\frac{C_d}{C_o}$ or $\frac{C_d - C_o}{C_o}$ is independent of h, the elevation of the compartment, and also of the assumed density of the topography, and depends only on the two depths involved. The quantity $\frac{C_d - C_o}{C_o}$ was computed for an arbitrary elevation of compartment but applies equally well to any elevation and was so used. It is the factor which multiplied by C_o will give the correction to be added algebraically to C_o to give C_d , the compensation at the new depth. The values of $\frac{C_d - C_o}{C_o}$ for various depths of compensation are shown in the following tables for zones A to O. In interpolating values of $\frac{C_d - C_o}{C_o}$ for depths near 113.7 km., it should be remembered that $\frac{C_d - C_o}{C_o}$ is zero for this depth. 59387°-17----7

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	Factors for depth of compensation of-							
Zone	42.6 km.	56.9 km.	85.8 km.	127.9 km.	156.25 km.	184.6 km.		
A	$\begin{array}{r} +1.67 \\ +1.67 \\ +1.65 \\ +1.65 \\ +1.63 \\ +1.60 \\ +1.55 \\ +1.49 \\ +1.39 \\ +1.24 \end{array}$	$\begin{array}{r} +1.00\\ +1.00\\ +1.00\\ +1.00\\ +.98\\ +.97\\ +.95\\ +.95\\ +.92\\ +.87\\ +.80\end{array}$	+0.33 +1.333 +1.333 +1.333 +1.332 +1.332 +1.332 +1.332 +1.331 +1.29	$\begin{array}{c} -0.11 \\11 \\11 \\11 \\11 \\11 \\11 \\11 \\10 \\10 \end{array}$	$\begin{array}{c} -0.27\\ -2.27\\ -27\\ -27\\ -27\\ -27\\ -27\\ -28\\ -28\\ -28\\ -28\\ -25\end{array}$	0.38 38 38 38 38 38 38 38 38 37 37 36		
K L M N O	$ \begin{array}{r} +1.03 \\ +.78 \\ +.22 \\23 \\45 \end{array} $	+ .70 + .55 + .24 10 31	+ .27 + .23 + .14 11	$ \begin{array}{r}10 \\09 \\06 \\02 \\ + .03 \end{array} $	$ \begin{array}{r}24 \\22 \\17 \\07 \\ + .06 \end{array} $	35 32 26 14 + .05		

Factors, $\frac{C_d - C_o}{C}$, used in computing compensation for the given depths.

The factors in this table were also applied to ocean compartments, although the compensation which begins at the bottom of the ocean is never on the same level as the station. The error, however, is not large. For ocean compartments the density is 0.615 times that of a land compartment when the height of the land is equal to the depth of the ocean compartment. The sign of the density is reversed.

For the outer zones, numbers 1 to 18, a correction factor is applied to the resultant effect, R, of the topography and compensation. This resultant is proportional to the elevation of the compartment, or

 $R = ph^*$

in which h is the elevation of the compartment and p is a factor of proportionality given in the tables in Special Publication No. 10, and there computed by the method of quadratures.⁺ If a subscript zero denote the values of R and p for depth 113.7 km., and the same letters with subscript d the corresponding quantities for another depth, then

$$\frac{R_d - R_o}{R_o} = \frac{p_d - p_o}{p_o}$$

or the correction factor, $\frac{R_d - R_o}{R_o}$, is independent of the height of the compartment, though for con-

venience in computing a standard height was assumed. The values of this factor for various depths are given in the following table. The factors are to be multiplied by the resultant of the topography and compensation for depth 113.7 km. in the same way as the factors in the preceding table are to be multiplied by the compensation and give the correction to be added algebraically to the resultant for the depth 113.7 km. to obtain the resultant for the particular depth in question.

^{*} The corrections for departures from proportionality and for elevation of station which occur in zones 14-18 are neglected as unimportant.

[†] The resultant might have been found mathematically by integration, but this was not discovered until Special Publication No. 10 was in press. The formula of integration and the tables for its use (based on zones different from those used by the Coast and Geodetic Survey) are given by G. Cassinis in publication entitled "Sull 'Applicazione del Metodo Isostatico alle Riduzione delle Misure di Gravità," Rome, 1911. In computing the density of compensation of his outer zones I to XX, Cassinis neglects the convergence of the verticals bounding the compensation, and his density of compensation should be multiplied by approximately 1.019. Although this error is less than 2 per cent of the compensation, since topography and compensation are large and nearly equal for distant zones, it completely falsifies the resultant for these zones. This error is repeated in the publication by Reina and Cassinis, "Determinazione di Gravità Relativa compiute nel 1912 a Roma, Arcetri, Livorno, Genova, Vienna e Potsdam," Rome, 1913. This error was corrected before use was made in this publication of the computed reductions for topography and sostatic compensation given in the publication just mentioned. (See p. 57.)

In Gerland's "Beiträge aur Geophysik" Band XII, pp. 588-638, there is an extended discussion of formulas by Erich Hübner entitled, "Beitrag zur Theorie der isostatischen Reduktion der Schwerebeschleunigungen." On p. 638 he notes an error of 2 per cent in the tables of Special Publication No. 10, due to neglecting the convergence of the verticals. This error is, however, 2 per cent of the small resultant for any compartment, not 2 per cent of the compensation, and may, therefore, be neglected.
Zone		Factor	s for depth o	f compensat	lon of					
	42.6 km.	56.9 km.	85.3 km.	127.9 km.	156.25 km.	184.6 km.				
18	-0.53 56 57 58 59	-0.41 42 43 45 46	$ \begin{array}{r} -0.17 \\18 \\19 \\21 \\22 \end{array} $	+0.06 + .07 + .08 + .09 + .10	+0.14 + .18 + .21 + .24 + .27	+0.19 + .24 + .30 + .36 + .41				
13 12	61 62 62 62 62	47 49 49 50 50	23 24 24 24 24	+ .11 + .12 + .12 + .12 + .13 + .13	+ .30 + .34 + .35 + .36 + .37	+ .48 + .54 + .57 + .59 + .62				
8	63 63 63 63 63	50 50 50 50 50	25 25 25 25 25	+ .13 + .13 + .13 + .13 + .13 + .13	+ .38 + .38 + .38 + .38 + .38 + .38	+ .63 + .63 + .63 + .63 + .63 + .63				
3 2 1	63 63 63	50 50 50	25 25 25	+ .13 + .13 + .13	+ .38 + .38 + .38	+ .63 + .63 + .63				

Factors, $\frac{R_d - R_{\theta}}{R_{\theta}}$, used in computing resultant of topography and compensation for given depths.

An example of the use of these tables is given below. The quantities in the second and third columns are taken from page 42 and are multiplied by the factors in the tables on page 98 and above and the products are placed in the appropriate column. The total of these products for a given depth is the correction to be applied to the effect of topography and isostatic compensation for depth 113.7 km. in order to obtain the effect for the depth in question.

In the same way the computations for other stations in the United States have been made, and the results to three decimals of dynes are shown on pages 100-102.

[These corrections are in units of the fourth decimal place in dynes and are to be added algebraically to the effects of topography and compensation for the depth 113.7 km. to obtain the effects at other depths.]

Zoox	Compen- satism only 113.7	Result- ant, to- pography and com-			Correction	for depth-		
	km.	pensation 113.7 km.	42.6 km.	56.9 km.	85.3 km.	127.9 km.	156.25 km.	184.6 km.
A	0 - 4 - 6 - 8 - 20 - 24 - 32 - 43 - 66 - 109 - 116 - 425 - 373 - 341	- 68 - 68 - 68 - 68 - 68 - 68 - 61 - 61 - 37 - 66 - 61 - 37 - 17 - 0 + 37 + 7 + 9	$\begin{array}{c} 0 \\ -7 \\ -10 \\ -7 \\ -13 \\ -32 \\ -37 \\ -46 \\ -60$	$\begin{array}{c} 0 \\ 0 \\ - 4 \\ - 8 \\ - 3 \\ - 29 \\ - 37$	$\begin{array}{c} 0 \\ -1 \\ 2 \\ -1 \\ -1 \\ -1 \\ -1 \\ -1 \\ -1 $	$\begin{array}{c} 0 \\ 0 \\ + 1 \\ + 2 \\ + 3 \\ + 4 \\ + 4 \\ + 7 \\ - 10 \\ - 6 \\ - 6 \\ - 6 \\ - 10 \\ - 4 \\ 2 \\ + 11 \\ $	001122 568 ++++ +58116 26572260 101215566 21736 2003333	$\begin{array}{c} 0\\ 0\\ +2\\ 2\\ +3\\ +8\\ 9\\ +126\\ +24\\ +38\\ +51\\ +110\\ +24\\ +38\\ +51\\ +110\\ +24\\ -12\\ 22\\ 22\\ -24\\ -24\\ 22\\ 22\\ -22\\ 22\\ -22\\ 22\\ -22\\ 22\\ -22\\ 22\\ $
4		+ 8 + 5 + 3 + 1	- 5 - 3 - 2 - 1	- 4 - 2 2 0	- 2 - 1 - 1 0	+ 1 + 1 0	+ 8 + 2 + 1 = 0	+ 5 + 8 + 2 + 1
Total Total topography and compensation, 113.7 km Total topography and compensation at given depth			- 95 -275 -370	- 87 275 362	- 53 -275 328	+ 27 275 248	+ 77 -275 -198	+142 -275 -133

Corrections for change of depth, station 195, Lander, Wyo.

The following table gives the effect of topography and compensation for each of the 219 stations in the United States for various depths.

	Number and name of station	Depth, 42.6 km.	Depth, 56.9 km.	Depth, 85.3 km.	Depth, 113.7 km.	Depth, 127.9 km.	Depth, 156.25 km.	Depth, 184.6 km.
1. 2. 3. 4. 5.	Key West, Fla	+0.017 + .016 + .008 + .006 + .005	+0.022 + .019 + .010 + .008 + .007	+0.029 + .025 + .016 + .012 + .010	+0.035 + .031 + .020 + .015 + .013	+0.038 + .033 + .023 + .017 + .015	+0.043 +.038 +.027 +.020 +.017	+0.047 + .043 + .031 + .023 + .020
6. 7. 8. 9. 10.	Rayville, La. Galveston, Tex. Point Isabel, Tex. Laredo, Tex. Austin, Tex. (capitol).	+ .005 + .003 + .007 + .004 005	+ .005 + .004 + .009 + .005 005	+ .006 + .006 + .013 + .003 004	+ .008 + .007 + .015 + .003 003	$\begin{array}{r} + .008 \\ + .008 \\ + .017 \\ + .003 \\002 \end{array}$	$\begin{array}{r} + .010 \\ + .010 \\ + .019 \\ + .004 \\004 \end{array}$	+ .011 + .011 + .021 + .006 .000
11. 12. 13. 14. 15.	Austin, Tex. (university) McAlester, Okla. Little Rock, Ark. Columbia, Tenn. Atlanta, Ga.	003 .000 + .003 + .003 + .008	003 .000 + .002 + .003 + .009	$\begin{array}{r}002 \\ .000 \\ + .001 \\ + .004 \\ + .012 \end{array}$	$\begin{array}{r}001 \\ + .001 \\ + .001 \\ + .006 \\ + .014 \end{array}$	$\begin{array}{r}001 \\ + .001 \\ + .001 \\ + .007 \\ + .015 \end{array}$	$\begin{array}{r} + .001 \\ + .002 \\ + .002 \\ + .009 \\ + .018 \end{array}$	+ .002 + .003 + .003 + .011 + .021
16. 17. 18. 19. 20.	McCormick, S. C Charleston, S. C Beaufort, N. C Unarotteeville, Va Deer Park, Md	$\begin{array}{r} + .008 \\ + .006 \\ + .015 \\002 \\ + .021 \end{array}$	$\begin{array}{r} + .008 \\ + .008 \\ + .020 \\002 \\ + .026 \end{array}$	+ .009 + .012 + .028 .000 + .035	$\begin{array}{r} + .012 \\ + .016 \\ + .036 \\ + .002 \\ + .041 \end{array}$	+ .014 + .018 + .040 + .004 + .004	+ .016 + .021 + .046 + .007 + .049	+ .019 + .024 + .051 + .010 + .054
21. 22. 23. 24. 25.	Washington, D. C. (Coast and Geodetic Survey Office) Washington, D. C. (Smithsonian Institution) Baltimore, Md Philadelphia, Pa. Princeton, N. J.	$\begin{array}{r} .000 \\001 \\ + .001 \\ + .003 \\ + .007 \end{array}$	$\begin{array}{r} + .001 \\ .000 \\ + .001 \\ + .004 \\ + .008 \end{array}$	+ .002 + .001 + .003 + .006 + .010	+ .004 + .003 + .006 + .009 + .013	+ .005 + .005 + .007 + .011 + .015	+ .007 + .007 + .009 + .014 + .017	+ .010 + .010 + .012 + .017 + .021
26. 27. 28. 29. 30.	Hoboken, N. J. New York, N. Y. Worcester, Mass. Boston, Mass. Cambridge, Mass.	$\begin{array}{r} + .001 \\ + .004 \\ + .007 \\ + .005 \\ + .002 \end{array}$	+ .002 + .005 + .010 + .007 + .003	+ .005 + .007 + .013 + .010 + .007	$\begin{array}{r} + .008 \\ + .011 \\ + .018 \\ + .013 \\ + .010 \end{array}$	$\begin{array}{r} + .010 \\ + .012 \\ + .020 \\ + .015 \\ + .012 \end{array}$	$\begin{array}{r} + .012 \\ + .015 \\ + .024 \\ + .018 \\ + .015 \end{array}$	$\begin{array}{r} + .016 \\ + .019 \\ + .028 \\ + .022 \\ + .019 \end{array}$
31. 32. 33. 34. 35.	Calais, Me. Ithaca, N. Y. Cleveland, Ohio. Cincinnati, Ohio. Terre Haute, Ind.	$\begin{array}{c} + .005 \\001 \\ + .002 \\ + .001 \\000 \end{array}$	+ .006 .000 002 .000 .000	$\begin{array}{r} + .008 \\ + .002 \\002 \\ + .001 \\ .000 \end{array}$	+ .010 + .005 .000 + .002 + .001	$\begin{array}{r} + .012 \\ + .006 \\ + .001 \\ + .003 \\ + .001 \end{array}$	$\begin{array}{c} + .013 \\ + .009 \\ + .002 \\ + .005 \\ + .002 \end{array}$	+ .016 + .012 + .003 + .007 + .003
36. 37. 38. 39. 40.	Chicago, III. Madison, Wis St. Louis, Mo Kansas City, Mo Ellsworth, Kans	+ .007 + .001 + .002 .000 003	$\begin{array}{r} + .007 \\ + .001 \\ + .001 \\001 \\004 \end{array}$	$\begin{array}{r} + .006 \\ + .002 \\ + .001 \\002 \\004 \end{array}$	$\begin{array}{r} + .007 \\ + .003 \\ + .001 \\001 \\004 \end{array}$	$\begin{array}{c} + .008 \\ + .004 \\ + .001 \\001 \\004 \end{array}$	+ .009 + .005 + .002 001 004	+ .011 + .007 + .002 .000 003
41. 42. 43. 44. 45.	Wallace, Kans Colorado Springs, Colo Pikes Peak, Colo. Denver, Colo. Gunnison, Colo.	$\begin{array}{r}007 \\024 \\ + .147 \\015 \\024 \end{array}$	$\begin{array}{c c}006 \\020 \\ + .159 \\017 \\021 \end{array}$	$\begin{array}{c}003 \\014 \\ + .175 \\018 \\012 \end{array}$.000 007 + .187 015 001	$\begin{array}{c} + .001 \\004 \\ + .192 \\013 \\ + .004 \end{array}$	$\begin{array}{r} + .003 \\ + .002 \\ + .201 \\009 \\ + .013 \end{array}$	$\begin{array}{r} + .006 \\ + .010 \\ + .211 \\004 \\ + .024 \end{array}$
46. 47. 48. 49. 50.	Grand Junction, Colo Green River, Utah. Pleasant Valley Junction, Utah. Salt Lake City, Utah. Grand Canyon, Wyo.	$\begin{array}{r}050 \\036 \\002 \\044 \\ + .009 \end{array}$	$ \begin{array}{r}053 \\040 \\ + .004 \\044 \\ + .015 \end{array} $	$ \begin{array}{r}054 \\043 \\ + .014 \\044 \\ + .027 \end{array} $	$\begin{array}{r}051 \\043 \\ + .024 \\041 \\ + .038 \end{array}$	049 043 + .028 040 + .043	$\begin{array}{c c}046 \\041 \\ + .035 \\037 \\ + .051 \end{array}$	040 038 + .042 032 + .060
51. 52. 53. 54. 55.	Norris Geyser Basin, Wyo Lower Geyser Basin, Wyo Seattle, Wash. (university). San Francisco, Cal Mount Hamilton, Cal	$\begin{array}{r} + .005 \\ + .004 \\012 \\ + .024 \\ + .092 \end{array}$	$\begin{array}{r} + .011 \\ + .009 \\015 \\ + .029 \\ + .100 \end{array}$	$\begin{array}{c} + .021 \\ + .018 \\019 \\ + .038 \\ + .112 \end{array}$	$\begin{array}{r} + .031 \\ + .028 \\020 \\ + .045 \\ + .120 \end{array}$	$\begin{array}{r} + .036 \\ + .033 \\021 \\ + .048 \\ + .124 \end{array}$	$\begin{array}{c} + .044 \\ + .040 \\021 \\ + .053 \\ + .130 \end{array}$	$\begin{array}{r} + .052 \\ + .049 \\020 \\ + .058 \\ + .135 \end{array}$
56. 57. 58. 59. 60.	Seattle, Wash (high school) Iron River, Mich. Ely, Minn. Pembina, N. Dak. Mitchell, S. Dak.	009 + .006 + .004 006 004	013 + .008 + .005 007 004	$\begin{array}{c c}017 \\ + .011 \\ + .007 \\008 \\005 \end{array}$	$\begin{array}{c}018 \\ + .014 \\ + .008 \\009 \\006 \end{array}$	018 + .016 + .009 009 006	$\begin{array}{c c}018 \\ + .018 \\ + .010 \\009 \\006 \end{array}$	$ \begin{array}{r}018 \\ + .020 \\ + .012 \\009 \\009 \end{array} $
61. 62. 63. 64. 65.	Sweetwater, Tex Kerrville, Tex. El Paso, Tex. Nogales, Ariz. Yuma, Ariz	$\begin{array}{r} + .003 \\ + .003 \\005 \\ + .020 \\008 \end{array}$	$\begin{array}{r} + .005 \\ + .006 \\004 \\ + .025 \\009 \end{array}$	$\begin{array}{r} + .007 \\ + .010 \\002 \\ + .032 \\010 \end{array}$	$\begin{array}{c} + .009 \\ + .013 \\ + .001 \\ + .038 \\010 \end{array}$	$\begin{array}{c} + .010 \\ + .015 \\ + .002 \\ + .040 \\010 \end{array}$	+ .013 + .018 + .005 + .044 009	$\begin{array}{c} + .015 \\ + .021 \\ + .009 \\ + .049 \\008 \end{array}$
66. 67. 68. 69. 70.	Compton, Cal. Goldfield, Nev. Yavapai, Ariz. Grand Can,on, Ariz. Gallup, N. Mex.	$\begin{array}{c}005 \\ + .006 \\ + .016 \\110 \\006 \end{array}$	$\begin{array}{c}004 \\ + .012 \\ + .020 \\108 \\001 \end{array}$	$\begin{array}{r}002 \\ + .019 \\ + .027 \\102 \\ + .006 \end{array}$.000 + .027 + .024 096 + .014	$\begin{array}{c} + .002 \\ + .031 \\ + .037 \\093 \\ + .018 \end{array}$	+ .005 + .038 + .042 088 + .024	$\begin{array}{c} + .009 \\ + .046 \\ + .050 \\080 \\ + .032 \end{array}$
71. 72. 73. 74. 75.	Las Vegas, N. Mex Shamrock, Tex Denison, Tex Minneapolis, Minn Lead, S. Dak.	$ \begin{array}{r}004 \\ + .003 \\002 \\004 \\ + .025 \end{array} $	+ .001 + .003 002 005 + .031	+ .009 + .005 001 005 + .038	+ .017 + .007 001 005 + .044	+ .021 + .008 .000 005 + .047	+ .027 + .010 + .001 005 + .051	+ .035 + .012 + .002 004 + .055

Corrections for topography and isostatic compensation for given depths of compensation.

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

Corrections for topography and isostatic compensation for given depths of compensation-Continued.

-			and the second se	and the second se				
	Number and name of station	Depth, 42.6 km.	Depth, 56.9 km.	Depth, 85.3 km.	Depth, 113.7 km.	Depth, 127.9 km.	Depth, 156.25 km.	Depth, 184.6 km.
76. 77. 78. 79. 80.	Bismarck, N. Dak Hinsdale, Mont Sandpolut, Idaho. Boize, Idaho. Astoria, Oreg.	$\begin{array}{r} -0.005 \\012 \\042 \\035 \\ + .001 \end{array}$	-0.005 014 044 038 + .002	$\begin{array}{r} -0.006 \\015 \\045 \\041 \\ + .005 \end{array}$	$\begin{array}{r} -0.005 \\017 \\044 \\042 \\ + .008 \end{array}$	$\begin{array}{r} -0.005 \\ -0.017 \\ -0.044 \\ -0.042 \\ +0.008 \end{array}$	$\begin{array}{r} -0.005 \\018 \\042 \\042 \\ + .011 \end{array}$	$ \begin{array}{r} -0.004 \\017 \\040 \\040 \\ +.013 \end{array} $
81. 82. 83. 84. 85.	Sisson, Cal. Rock Springs, Wyo. Paxton, Nebr. Washington, D. C. (Bureau of Standards). North Hero, Vt.	015 014 .000 + .008 007	008 011 001 + .008 008	$^{+ .004}_{007}$ $^{.000}_{009}$	$\begin{array}{r} + .015 \\001 \\ + .002 \\ + .012 \\009 \end{array}$	+ .020 + .001 + .002 + .013 008	$\begin{array}{r} + .029 \\ + .006 \\ + .004 \\ + .015 \\007 \end{array}$	$\begin{array}{r} + .038 \\ + .013 \\ + .006 \\ + .018 \\005 \end{array}$
86. 87. 88. 89. 90.	Lake Placid, N. Y Potsdam, N. Y. Wilson, N. Y Alpena, Mich. Virginia Beach, Va.	+ .014 007 .000 004 + .010	+ .019 006 001 003 + .013	$\begin{array}{r} + .026 \\005 \\002 \\002 \\ + .019 \end{array}$	+ .032 004 002 .000 + .025	+ .034 003 001 .000 + .028	$\begin{array}{r} + .039 \\001 \\001 \\ + .002 \\ + .032 \end{array}$	+.043 +.001 .000 +.003 +.037
91. 92. 93. 94. 95.	Durham, N. C. Fernandina, Fia. Wilmer, Ala. Alicoville, Ala. New Madrid, Mo.	+ .009 + .007 + .011 + .006 + .003	+ .009 + .009 + .013 + .006 + .002	+ .011 + .013 + .016 + .007 + .001	+ .014 + .017 + .018 + .008 + .001	+ .016 + .019 + .019 + .009 + .001	+ .019 + .023 + .022 + .010 + .001	+ .022 + .026 + .024 + .012 + .012 + .002
96. 97. 98. 99. 100.	Mena, Ark Nacogdoches, Tex . Alpine, Tex . Farwell, Tex . Guymon, Okla	$\begin{array}{r} + .011 \\ + .007 \\ + .013 \\ + .003 \\003 \end{array}$	+ .012 + .007 + .017 + .005 004	+ .013 + .007 + .025 + .008 003	+ .015 + .008 + .033 + .011 001	+ .015 + .008 + .036 + .013000	+ .017 + .009 + .042 + .016 + .002	+ .018 + .010 + .048 + .021 + .005
101. 102. 103. 104. 105.	Helenwood, Tenn Cloudland, Tenn Hughes, Tenn Charleston, W. Vâ State College, Pa	$\begin{array}{r} + .005 \\ + .102 \\ + .026 \\011 \\ + .002 \end{array}$	+ .007 + .109 + .033 012 + .003	+ .011 + .121 + .044 011 + .006	+ .015 + .130 + .053 010 + .010	+ .017 + .134 + .056 009 + .012	+ .020 + .141 + .063 007 + .015	+ .024 + .147 + .069 004 + .019
106. 107. 108. 109. 110.	Fort Kent, Me Prentice, Wis Fergus Falls, Minn Sherkian, Wyo Boulder, Mont	$\begin{array}{r} .000 \\ + .003 \\ + .002 \\035 \\022 \end{array}$.000 + .005 + .001 036 019	$\begin{array}{r} .000 \\ + .008 \\ + .001 \\034 \\013 \end{array}$	+ .001 + .010 + .001 031 007	+ .002 + .011 + .001 029 005	$\begin{array}{r} + .003 \\ + .013 \\ + .001 \\025 \\ .000 \end{array}$	+.005 +.015 +.002 021 +.006
111. 112. 113. 114. 115.	Skykomish, Wash Olympia, Wash Heppner, Oreg Truckee, Cal. Winnemucca, Nev	063 008 005 + .014 008	059 010 006 + .025 009	053 012 007 + .043 007	047 012 007 + .057 004	045 011 006 + .064 002	$\begin{array}{r}041 \\011 \\005 \\ + .074 \\ + .002 \end{array}$	037 009 004 + .085 + .008
116. 117. 118. 119. 120.	Ely, Nev. Guernsey, Wyo Pierre, S. Dak. Fort Dodge, Jowa Keithsburg, Ill.	007 015 009 + .002 005	001 017 010 + .002 005	+ .010 018 012 + .001 003	+ .020 016 013 + .002 003	+ .025 015 013 + .002 002	$\begin{array}{r} + .033 \\013 \\014 \\ + .002 \\002 \end{array}$	+ .041 010 014 + .004 001
121. 122. 123. 124. 125.	Grand Rapids, Mich Angola, Ind Albany, N. Y. Port Jervis, N. Y. Atlantic City, N. J.	+ .001 + .008 010 008 + .007	+ .001 + .008 010 006 + .010	+ .002 + .010 009 002 + .014	$\begin{array}{r} + .003 \\ + .011 \\006 \\ + .003 \\ + .018 \end{array}$	$\begin{array}{r} + .004 \\ + .012 \\004 \\ + .005 \\ + .021 \end{array}$	+ .005 + .014001 + .009 + .024	+.006 +.015 +.002 +.013 +.028
126. 127. 128. 129. 130.	Bridgehampton, N. Y. Chatham, Mass. Rockiand, Me. Lancaster, N. H. Whitehall, N. Y.	+ .008 + .010 + .004 006 017	+ .011 + .014 + .006 003 016	+ .016 + .019 + .008 + .002 015	+ .020 + .024 + .011 + .007 012	+ .022 + .027 + .012 + .009 011	+ .026 + .031 + .014 + .013 008	+ .030 + .036 + .017 + .017 004
131. 132. 133. 134. 135.	Little Falls, N. Y Watertown, N. Y. Southport, N. Y. Erle, Pa. Parkersburg, W. Va.	014 002 007 002 010	013 002 005 001 009	010 001 .000 008	$\begin{array}{r}007 \\ + .001 \\ + .004 \\ + .001 \\006 \end{array}$	005 + .002 + .006 + .002 005	$\begin{array}{r}001 \\ + .004 \\ + .010 \\ + .003 \\003 \end{array}$	+ .003 + .005 + .014 + .005 .000
136. 137. 138. 139. 140.	Columbus, Ohio Indianapolis, Ind Springfield, Ill Lebanon, Mo Joplin, Mo	$\begin{array}{r}002 \\001 \\ + .004 \\ + .007 \\002 \end{array}$	002 .000 + .004 + .008 001	$\begin{array}{c}001 \\ + .002 \\ + .004 \\ + .010 \\ .000 \end{array}$	+ .001 + .003 + .005 + .012 + .001	+ .002 + .004 + .005 + .012 + .001	+.004 +.006 +.006 +.014 +.003	+ .006 + .007 + .006 + .016 + .004
141. 142. 143. 144. 145.	Fort Smith, Ark Texarkana, Ark Hot Springa, Ark Alexandria, Le Laurel, Miss	$\begin{array}{r}000 \\ + .001 \\ + .002 \\ + .005 \\ + .005 \end{array}$	$\begin{array}{r}007 \\ + .001 \\ + .002 \\ + .006 \\ + .006 \end{array}$	008 .000 + .003 + .008 + .009	007 + .001 + .004 + .009 + .011	007 + .001 + .005 + .010 + .013	$\begin{array}{r}006 \\ + .002 \\ + .006 \\ + .012 \\ + .015 \end{array}$	005 + .002 + .008 + .013 + .017
146. 147. 148. 149. 150.	Richmond, Va Emporta, Va Greenville, N. C Wilmington, N. C Cheraw, S. C	+ .004 + .007 + .008 + .010 + .006	+ .005 + .009 + .010 + .013 + .007	+ .007 + .012 + .015 + .018 + .010	+ .010 + .015 + .019 + .023 + .013	+ .011 + .017 + .021 + .026 + .014	$\begin{array}{r} + .014 \\ + .020 \\ + .025 \\ + .030 \\ + .017 \end{array}$	+ .017 + .023 + .029 + .035 + .021
151. 152. 153. 154. 155.	Charlotte, N. C. Asheville, N. C. Cleveland, Tenn. Winston-Balem, N. C. Knoxville, Tenn.	+ .004 + .004 006 + .003 007	+.008 +.009 004 +.005 006	+ .011 + .018 001 + .009 004	+ .015 + .026 + .002 + .012 001	+ .016 + .029 + .003 + .014	+.020 +.035 +.006 +.018 +.003	+ .024 + .041 + .009 + .021 + .006

	Number and name of station	Depth, 42.6 km.	Depth, 56.9 km.	Depth, 85.3 km.	Depth, 113.7 km.	Depth, 127.9 km.	Depth, 156.25 km.	Depth, 184.6 km.
156. 157. 158. 159. 160.	Bristol, Va Homestead, Fla. Sebring, Fla. Titusville, Fla. Leesburg, Fla.	$\begin{array}{r} -0.002 \\ + .013 \\ + .010 \\ + .009 \\ + .009 \end{array}$	+0.001 + .016 + .013 + .012 + .012	+0.007 +.024 +.018 +.018 +.016	+0.012 + .029 + .023 + .023 + .021	$\begin{array}{r} +0.014 \\ + .032 \\ + .025 \\ + .025 \\ + .023 \end{array}$	+0.019 +.037 +.030 +.030 +.027	+0.024 + .042 + .034 + .034 + .031
161. 162. 163. 164. 165.	Cedar Keys, Fla Macon, Ga. Albany, Ga. Pensacola, Fla. Opelika, Ala.	+.006 +.001 +.004 +.005 +.007	+ .008 + .002 + .003 + .007 + .009	+ .012 + .004 + .008 + .010 + .013	+ .016 + .007 + .011 + .014 + .017	$\begin{array}{r} + .018 \\ + .008 \\ + .012 \\ + .015 \\ + .018 \end{array}$	+ .022 + .010 + .015 + .018 + .021	+ .025 + .013 + .018 + .020 + .024
166. 167. 168. 169. 170.	Huntsville, Ala Arkansas City, Ark. Memphis, Tenn Mammoth Spring, Ark Hopkinsville, Ky	$\begin{array}{r}003 \\ + .003 \\ + .001 \\004 \\ + .003 \end{array}$	$\begin{array}{r}002 \\ + .003 \\ + .001 \\004 \\ + .003 \end{array}$	$\begin{array}{r} + .001 \\ + .004 \\ + .002 \\003 \\ + .005 \end{array}$	+ .003 + .005 + .002 002 + .006	$\begin{array}{r} + .005 \\ + .005 \\ + .003 \\001 \\ + .007 \end{array}$	+.007 +.006 +.003 .000 +.008	+ .010 + .007 + .004 + .001 + .010
171. 172. 173. 174. 175.	Danville, Ky Clifton Forge, Va Greenville, Ala. Birmingham, Ala. Lexington, Va	$\begin{array}{r} + .004 \\014 \\ + .009 \\ + .003 \\004 \end{array}$	$\begin{array}{r} + .005 \\013 \\ + .011 \\ + .005 \\003 \end{array}$	+ .008 007 + .014 + .008 + .001	$\begin{array}{r} + .011 \\003 \\ + .016 \\ + .011 \\ + .005 \end{array}$	+ .012 .000 + .018 + .012 + .007	$\begin{array}{r} + .015 \\ + .005 \\ + .020 \\ + .014 \\ + .012 \end{array}$	+ .017 + .009 + .022 + .017 + .016
176. 177. 178. 179. 180.	Prestonsburg, Ky. Traverse City, Mich. Seney, Mich. Oconto, Wis. Grand Rapids, Wis.	010 + .001 + .004 .000 + .002	$\begin{array}{c}009 \\ + .001 \\ + .004 \\001 \\ + .003 \end{array}$	$\begin{array}{c}007 \\ + .001 \\ + .006 \\001 \\ + .004 \end{array}$	004 + .002 + .007 001 + .005	003 + .003 + .007 001 + .006	$\begin{array}{c}001 \\ + .003 \\ + .008 \\ .000 \\ + .007 \end{array}$	+ .002 + .004 + .010 + .001 + .009
181. 182. 183. 184. 184.	Winona, Minn Baldwin, Wis. Cumberland, Wis. Cambridge, Minn Brainerd, Minn	$\begin{array}{r}008 \\ + .004 \\ + .005 \\ + .001 \\ + .001 \end{array}$	$\begin{array}{c c}008 \\ + .005 \\ + .005 \\ + .001 \\ + .001 \end{array}$	$\begin{array}{c}008 \\ + .005 \\ + .006 \\ + .002 \\ + .002 \end{array}$	006 + .006 + .008 + .002 + .003	$\begin{array}{c}006 \\ + .006 \\ + .008 \\ + .002 \\ + .003 \end{array}$	005 + .008 + .009 + .003 + .004	004 + .009 + .011 + .004 + .005
186. 187. 188. 189. 190.	Aberdeen, S. Dak. Faith, S. Dak. Marmarth, N. Dak. Towner, N. Dak. Crosby, N. Dak.	$\begin{array}{r}004 \\ +.005 \\005 \\003 \\ +.001 \end{array}$	$\begin{array}{c}004 \\ + .005 \\005 \\004 \\ + .001 \end{array}$	$\begin{array}{c}005 \\ + .006 \\004 \\004 \\ + .001 \end{array}$	005 + .006 002 004 + .001	$\begin{array}{c}005 \\ + .006 \\001 \\005 \\ + .001 \end{array}$	$\begin{array}{c c}005 \\ + .007 \\ .000 \\004 \\ + .001 \end{array}$	$\begin{array}{c c}006 \\ + .008 \\ + .003 \\003 \\ + .002 \end{array}$
191 192 193 194 195	Crookston, Minn Poplar, Mont Miles City, Mont Huntley, Mont Lander, Wyo	$\begin{array}{r}004 \\006 \\019 \\018 \\037 \end{array}$	005 007 020 020 036	006 008 021 022 033	006 009 020 022 028		006 009 020 022 020	000 009 018 020 018
196 197 198 199 200	Faribault, Minn St. James, Minn. Edgemont, S. Dak. Dawson, Minn. Cokato, Minn.	$\begin{array}{c} \div .001 \\ + .001 \\013 \\003 \\ + .002 \end{array}$	$ \begin{array}{c c}001 \\ + .001 \\014 \\003 \\ + .002 \end{array} $.000 +.002 013 003 +.002	$\begin{array}{c} .000 \\ + .002 \\012 \\003 \\ + .003 \end{array}$	$\begin{array}{c} + .001 \\ + .002 \\011 \\003 \\ + .003 \end{array}$	$\begin{array}{c} + .002 \\ + .003 \\009 \\003 \\ + .003 \end{array}$	+ .000 + .000 000 000 + .000
201 202 203 204 205	Wasta, S. Dak Moorcroft, Wyo. Dulutb, Minn. Osage, Iowa. Randolph, Nebr.	$\begin{array}{c}010 \\001 \\011 \\ + .004 \\ + .005 \end{array}$	$\begin{array}{c c}011 \\ .000 \\011 \\ + .004 \\ + .005 \end{array}$	$ \begin{array}{r}013 \\ + .002 \\011 \\ + .006 \\ + .005 \end{array} $	$\begin{array}{c c}013 \\ + .005 \\010 \\ + .007 \\ + .005 \end{array}$	013 + .006 010 + .007 + .006	$\begin{array}{r}012 \\ + .009 \\009 \\ + .009 \\ + .006 \end{array}$	$ \begin{array}{c c}01 \\ + .01 \\00 \\ + .01 \\ + .01 \\ + .00 \\ \end{array} $
206 207 208 209 210	Valentine, Nebr Wheeling, W. Va Leon, Iowa. Laurel, Md. Harrisburg, Pa.	$\begin{array}{c} .000 \\009 \\ + .005 \\ + .001 \\004 \end{array}$	$\begin{array}{r} .000 \\008 \\ + .005 \\ + .002 \\003 \end{array}$	$\begin{array}{c} + .002 \\006 \\ + .006 \\ + .005 \\ .000 \end{array}$	$\begin{array}{c} + .004 \\003 \\ + .007 \\ + .007 \\ + .002 \end{array}$	$\begin{array}{c} + .005 \\002 \\ + .007 \\ + .009 \\ + .004 \end{array}$	+ .006 .000 + .009 + .011 + .007	+ .000 + .000 + .010 + .010 + .010
211 212 213 214 215	Pittsburg, Pa Rockville, Md Upper Mariboro, Md Fairfaz, Va. Crisfield, Md.	$\begin{array}{c}005 \\ + .007 \\ + .001 \\ + .006 \\ + .008 \end{array}$	$ \begin{array}{c c}004 \\ + .008 \\ + .002 \\ + .007 \\ + .010 \end{array} $	002 + .011 + .004 + .009 + .014	.000 +.013 +.007 +.011 +.019	$\begin{array}{c} + .002 \\ + .015 \\ + .009 \\ + .012 \\ + .022 \end{array}$	+ .004 + .017 + .011 + .015 + .025	+ .00 + .02 + .01 + .01 + .02
216 217 218 219	Fredericksburg, Va. Dover, Del. North Tamarack, Mich. Hagerstown, Md.	001 + .004 002	. 000 + .006 + .018 .000	+ .002 + .009 + .019 + .002	+ .004 + .013 + .020 + .006	+ .006 + .014 + .007	+ .008 + .017 + .010	+ .01 + .02 + .01

Corrections for topography and isostatic compensation for given depths of compensation-Continued.

The above table needs little comment. In general the effect of topography and compensation increases algebraically with an increase in depth. The largest change from depth of 42.6 to 184.6 km. is 0.071 dyne at station 114 (Truckee, Cal.). The next greatest change is 0.064, at station 43 (Pikes Peak, Colo.). There are some other changes of as much as 0.030 dyne. There are a few exceptions to the general rule that the effect of topography and compensation increases algebraically with an increase of depth. At station 56 (Seattle, Wash.) the correction of -0.009 dyne for depth 42.6 km. decreases algebraically to -0.018 dyne for depth 184.6 km. There is no other similar change in the above table greater than 0.005 dyne, except for the other Seattle station, No. 53. The greatest changes occur at stations near the coast, especially when the deep water is not far distant, and in mountainous regions. Where the topography is comparatively level for some distance around the station, the total range in the values for the various depths is small. At station 40 (Ellsworth, Kans.) it is only 0.001 dyne. At station 191 (Crookston, Minn.) the range is only 0.003 dyne. At station 144 (Alexandria, La.) the range is 0.008 dyne. The average amount of change in the effect of topography and isostatic compensation due to a change in depth from 42.6 km. to 184.6 km. is 0.014 dyne.

GRAVITY ANOMALIES FOR VARIOUS DEPTHS OF COMPENSATION FOR STATIONS IN THE UNITED STATES.

There is given below a table which contains the anomalies of gravity at the 219 stations in the United States for various depths.

	Deptiki	h, 42.6 m.	Depth, 56.9 km.		Depth, 60.0 km.	, Depth, 85.3 h. km.		Deptik	n, 113.7 m.	Deptik	n, 127.9 m.	Depth	, 156.25 m.	Depth	, 184.6 n.
Number of station	9-90	g_ (g_e+12)	9-90	g- (g.+11)	g_ (g_0+10)	9-90	g- (g_0+9)	9-9.	g (g _c +6)	9-90	(g_0+5)	0-g.	g- (g_c+2)	g—ga	g
1 2. 3. 4 5	+0.031 + .041 + .030 + .017 + .003	+0.019 +.029 +.018 +.005 009	+0.026 +.038 +.028 +.015 +.001	+0.015 +.027 +.017 +.004 010	$\begin{array}{r} +0.015 \\ + .027 \\ + .017 \\ + .004 \\010 \end{array}$	+0.019 +.032 +.022 +.011 002	+0.010 +.023 +.013 +.002 011	+0.013 +.026 +.018 +.008 005	+0.007 +.020 +.012 +.002 011	+0.010 +.024 +.015 +.006 007	+0.005 + .019 + .010 + .001 012	+0.005 +.019 +.011 +.003 009	+0.003 + .017 + .009 + .001 011	+0.001 + .014 + .007 .000 012	+0.002 + .015 + .008 + .001 011
6 7 8 9 10	$\begin{array}{r} + .027 \\ + .003 \\ + .043 \\013 \\ + .002 \end{array}$	+ .015 009 + .031 025 010	$\begin{array}{r} + .027 \\ + .002 \\ + .041 \\012 \\ + .002 \end{array}$	+ .016 009 + .030 025 009	+ .017 008 + .030 022 008	+ .026 .000 + .037 012 + .001	+ .017 009 + .028 021 008	+ .024 001 + .035 012 .000	+ .018 007 + .029 018 006	+ .024 002 + .033 012 001	$\begin{array}{r} + .019 \\007 \\ + .028 \\017 \\006 \end{array}$	+ .022004 + .031013 + .001	+ .020 006 + .029 015 001	+ .021 005 + .029 015 003	+ .022 004 +.030 014 002
11 12 13 14 15	.000 018 +.036 +.037 009	$\begin{array}{r}012 \\030 \\ + .024 \\ + .025 \\021 \end{array}$	018 + .037 + .038 010	$\begin{array}{r}011 \\029 \\ + .026 \\ + .026 \\021 \end{array}$	$\begin{array}{r}010 \\028 \\ + .027 \\ + .028 \\021 \end{array}$	001 018 + .038 + .036 013	$\begin{array}{r}010 \\027 \\ + .029 \\ + .027 \\022 \end{array}$	002 019 + .038 + .034 015	$\begin{array}{r}008 \\025 \\ + .032 \\ + .023 \\021 \end{array}$	$\begin{array}{r}002 \\019 \\ + .038 \\ + .033 \\016 \end{array}$		$\begin{array}{r}004 \\020 \\ + .037 \\ + .031 \\019 \end{array}$	$\begin{array}{r}006 \\022 \\ + .035 \\ + .029 \\021 \end{array}$	$\begin{array}{r}005 \\021 \\ + .036 \\ + .029 \\022 \end{array}$	$\begin{array}{r}004 \\020 \\ + .037 \\ + .030 \\021 \end{array}$
16 17 18 19 20	+ .027 003 + .008 001 + .038	+ .015 015 004 013 + .026	$\begin{array}{r} + .027 \\005 \\ + .003 \\001 \\ + .033 \end{array}$	+ .016 016 008 012 + .022	$\begin{array}{r} + .017 \\016 \\008 \\011 \\ + .022 \end{array}$	+ .026 009 005 003 + .024	$\begin{array}{r} + .017 \\018 \\014 \\012 \\ + .015 \end{array}$	$\begin{array}{r} + .023 \\013 \\013 \\005 \\ + .018 \end{array}$	$\begin{array}{r} + .017 \\019 \\019 \\011 \\ + .012 \end{array}$	$\begin{array}{r} + .021 \\015 \\017 \\007 \\ + .015 \end{array}$	$\begin{array}{r} + .016 \\020 \\022 \\012 \\ + .010 \end{array}$	+ .019 018 023 010 + .010	+ .017 020 025 012 + .008	$\begin{array}{r} + \ .016 \\ - \ .021 \\ - \ .028 \\ - \ .013 \\ + \ .005 \end{array}$	+ .017 020 027 012 + .006
21 22 23 24 25	+ .049 + .051 + .002 + .036 005	+ .037 + .039 010 + .024 017	+ .048 + .050 + .002 + .035 006	+ .037 + .039 009 + .024 017	$\begin{array}{r} + .038 \\ + .040 \\008 \\ + .025 \\016 \end{array}$	+ .047 + .049 .000 + .033 008	+ .038 + .040 009 + .024 017	$\begin{array}{r} + .045 \\ + .047 \\003 \\ + .030 \\011 \end{array}$	$\begin{array}{r} + .039 \\ + .041 \\009 \\ + .024 \\017 \end{array}$	$\begin{array}{r} + .044 \\ + .045 \\004 \\ + .028 \\013 \end{array}$	+ .039 + .040 009 + .023 018	$\begin{array}{r} + .042 \\ + .043 \\006 \\ + .025 \\015 \end{array}$	+ .040 + .041 008 + .023 017	$\begin{array}{r} + .039 \\ + .040 \\009 \\ + .022 \\019 \end{array}$	+ .040 + .041 008 + .023 018
26	$\begin{array}{r} + .039 \\ + .037 \\001 \\ + .021 \\ + .021 \end{array}$	$\begin{array}{r} + .027 \\ + .025 \\013 \\ + .009 \\ + .009 \end{array}$	$\begin{array}{r} + .038 \\ + .036 \\004 \\ + .019 \\ + .020 \end{array}$	$\begin{array}{r} + .027 \\ + .025 \\015 \\ + .008 \\ + .009 \end{array}$	$\begin{array}{r} + .027 \\ + .025 \\015 \\ + .008 \\ + .009 \end{array}$	+ .035 + .034 007 + .016 + .016	+ .026 + .025 016 + .007 + .007	$\begin{array}{r} + \ .\ 032 \\ + \ .\ 030 \\ - \ .\ 012 \\ + \ .\ 013 \\ + \ .\ 013 \end{array}$	$\begin{array}{r} + .026 \\ + .024 \\018 \\ + .007 \\ + .007 \end{array}$	$\begin{array}{r} + .030 \\ + .029 \\014 \\ + .011 \\ + .011 \end{array}$	$\begin{array}{r} + .025 \\ + .024 \\019 \\ + .006 \\ + .006 \end{array}$	$\begin{array}{r} + .028 \\ + .026 \\018 \\ + .008 \\ + .008 \end{array}$	+ .026 + .024 020 + .006 + .006	+ .024 + .022 022 + .004 + .004	+ .025 + .023 021 + .005 + .005
31 32 33 34 35	+ .005 009 + .007 010 .000	007 021 005 022 012	+ .004 010 + .007 009 .000	007 021 004 020 011	007 020 003 019 010	+ .002 012 + .007 010 .000	007 021 002 019 009	$\begin{array}{r} .000 \\015 \\ + .005 \\011 \\001 \end{array}$	006 021 001 017 007	$\begin{array}{r}002 \\016 \\ + .004 \\012 \\001 \end{array}$	007 021 001 017 006	$\begin{array}{r}003 \\019 \\ + .003 \\014 \\002 \end{array}$	005 021 + .001 016 004	006 022 + .002 016 003	$\begin{array}{r}005 \\021 \\ + .003 \\015 \\002 \end{array}$
36	$\begin{array}{r} + .001 \\ + .005 \\ + .002 \\009 \\ + .021 \end{array}$	$\begin{array}{r}011 \\007 \\010 \\021 \\ + .009 \end{array}$	+ .001 + .005 + .003 008 + .022	$\begin{array}{c} - & .010 \\ - & .006 \\ - & .008 \\ - & .019 \\ + & .011 \end{array}$	009 005 007 018 + .012	+ .002 + .004 + .003 007 + .022	007 005 006 016 + .013	$\begin{array}{r} + .001 \\ + .003 \\ + .003 \\008 \\ + .022 \end{array}$	$\begin{array}{r}005 \\003 \\003 \\014 \\ + .016 \end{array}$	$ \begin{array}{r} .000 \\ + .002 \\ + .003 \\008 \\ + .022 \end{array} $	$\begin{array}{c} - & .005 \\ - & .003 \\ - & .002 \\ - & .013 \\ + & .017 \end{array}$	$\begin{array}{r}001 \\ + .001 \\ + .002 \\008 \\ + .022 \end{array}$	$\begin{array}{c} - & .003 \\ - & .001 \\ .000 \\ - & .010 \\ + & .020 \end{array}$	$\begin{array}{r}003 \\001 \\ + .002 \\009 \\ + .021 \end{array}$	$\begin{array}{c}002 \\ .000 \\ + .003 \\008 \\ + .022 \end{array}$
41	+ .003 + .018 + .069 008 + .051	$\begin{array}{r}009 \\ + .006 \\ + .057 \\020 \\ + .039 \end{array}$	$\begin{array}{r} + .002 \\ + .014 \\ + .057 \\006 \\ + .048 \end{array}$	009 + .003 + .046 017 + .037	$\begin{array}{r}009 \\ + .003 \\ + .045 \\016 \\ + .037 \end{array}$	001 + .008 + .041 005 + .039	$\begin{array}{r}010 \\001 \\ + .032 \\014 \\ + .030 \end{array}$	004 + .001 + .029 008 + .028	$\begin{array}{r}010 \\005 \\ + .023 \\014 \\ + .022 \end{array}$	$\begin{array}{r}005 \\002 \\ + .024 \\010 \\ + .023 \end{array}$	$\begin{array}{r}010 \\007 \\ + .019 \\015 \\ + .018 \end{array}$	$\begin{array}{r}007 \\008 \\ + .015 \\014 \\ + .014 \end{array}$	009 010 + .013 016 + .012	$\begin{array}{r}010 \\016 \\ + .005 \\019 \\ + .003 \end{array}$	$\begin{array}{c}009 \\015 \\ + .006 \\018 \\ + .004 \end{array}$
46	$\begin{array}{r} + .031 \\020 \\ + .038 \\ + .021 \\ + .035 \end{array}$	$\begin{array}{r} + .019 \\026 \\ + .026 \\ + .009 \\ + .023 \end{array}$	+ .034 016 + .032 + .021 + .029	$\begin{array}{r} + \ .023 \\ - \ .027 \\ + \ .021 \\ + \ .010 \\ + \ .018 \end{array}$	$\begin{array}{r} + .024 \\026 \\ + .021 \\ + .011 \\ + .017 \end{array}$	+ .035 013 + .022 + .021 + .017	+ .026 022 + .013 + .012 + .008	$\begin{array}{r} + .032 \\013 \\ + .012 \\ + .018 \\ + .006 \end{array}$	$\begin{array}{r} + .026 \\019 \\ + .006 \\ + .012 \\ .000 \end{array}$	$\begin{array}{r} + \ .030 \\ - \ .013 \\ + \ .009 \\ + \ .017 \\ + \ .001 \end{array}$	$\begin{array}{r} + .025 \\018 \\ + .003 \\ + .012 \\004 \end{array}$	$\begin{array}{r} + \ .027 \\ - \ .015 \\ + \ .001 \\ + \ .014 \\ - \ .007 \end{array}$	+ .025 017 001 + .012 009	+ .021 018 006 + .009 016	$\begin{array}{r} + .022 \\017 \\005 \\ + .010 \\015 \end{array}$
51 52 53 54 55	+ .055 + .081 093 + .006 + .033	+ .043 + .019 105 006 + .021	+ .049 + .026 090 + .001 + .025	$\begin{array}{r} + .038 \\ + .015 \\101 \\010 \\ + .014 \end{array}$	+ .038 + .015 100 010 + .013	+ .039 + .017 086 008 + .013	+ .030 + .008 095 017 + .004	+ .029 + .007 085 015 + .005	$\begin{array}{r} + .023 \\ + .001 \\091 \\021 \\001 \end{array}$	$\begin{array}{r} + .024 \\ + .002 \\084 \\018 \\ + .001 \end{array}$	+ .019 003 089 023 004	+ .016 005 084 023 005	+ .014 007 086 025 007	+ .008 014 085 028 010	+ .009 013 084 027 009
56 57 58 59 60	094 + .054 + .035 + .024 + .007	$\begin{array}{r}106 \\ + .042 \\ + .023 \\ + .012 \\005 \end{array}$	090 + .052 + .034 + .025 + .007	$\begin{array}{r}101 \\ + .041 \\ + .023 \\ + .014 \\004 \end{array}$	$\begin{array}{r}100 \\ + .041 \\ + .023 \\ + .015 \\003 \end{array}$	086 + .049 + .032 + .026 + .008	095 + .040 + .023 + .017 001	085 +.046 +.031 +.027 +.009		085 + $.044$ + $.030$ + $.027$ + $.009$	$\begin{array}{r}090 \\ + .039 \\ + .025 \\ + .022 \\ + .004 \end{array}$	085 + 042 + 029 + 029 + 027 + 009	$\begin{array}{r}087 \\ + .040 \\ + .027 \\ + .025 \\ + .007 \end{array}$	$\begin{array}{r}085 \\ + .040 \\ + .027 \\ + .027 \\ + .027 \\ + .009 \end{array}$	084 + .041 + .028 + .028 + .010

Anomalies for various depths of compensation.

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Number of station	Dept k	h, 42.6 m.	Depti	b, 56.9 m.	Depth, 60.0 km.	Depti Ja	h, 85.3 m.	Depth	n, 113.7 m.	Depti	, 127.9 n.	Depth	, 156.25 n.	Depth	, 184.6 n.
reamoer of station	0-0.	g	9—90	g- (g_0+11)	g- (g•+10)	g—g.	g (ge+9)	9—9.	(g_0+6)	9—9.	g- (go+5)	990	9- (g_0+2)	9-90	g- (g1)
61 62	$\begin{array}{r} -0.015 \\ + .049 \\ + .021 \\024 \\ + .015 \end{array}$	$\begin{array}{r} -0.027 \\ + .037 \\ + .009 \\036 \\ + .003 \end{array}$	$\begin{array}{r} -0.017 \\ + .046 \\ + .020 \\029 \\ + .016 \end{array}$	$\begin{array}{r} -0.028 \\ + .035 \\ + .009 \\040 \\ + .005 \end{array}$	$\begin{array}{r} -0.028 \\ + .035 \\ + .010 \\040 \\ + .006 \end{array}$	$\begin{array}{r} -0.019 \\ + .042 \\ + .018 \\036 \\ + .017 \end{array}$	$\begin{array}{r} -0.028 \\ + .033 \\ + .009 \\045 \\ + .008 \end{array}$	$\begin{array}{r} -0.021 \\ + .039 \\ + .015 \\042 \\ + .017 \end{array}$	$\begin{array}{r} -0.027 \\ + .033 \\ + .009 \\048 \\ + .011 \end{array}$	-11.037 + .037 + .014 044 + .017	$\begin{array}{r} -0.027 \\ + .032 \\ + .009 \\049 \\ + .012 \end{array}$	$\begin{array}{r} -0.025 \\ + .034 \\ + .011 \\048 \\ + .016 \end{array}$	$\begin{array}{r} -0.027 \\ + .032 \\ + .009 \\050 \\ + .014 \end{array}$	-0.027 + .031 + .007 053 + .015	-0.026 +.032 +.008 052 +.016
66	$\begin{array}{r}037 \\ + .016 \\ + .027 \\ + .012 \\ + .015 \end{array}$	$\begin{array}{r}049 \\ + .004 \\ + .015 \\ .000 \\ + .003 \end{array}$	038 + .010 + .023 + .010 + .010	049 001 + .012 001 001	$\begin{array}{r}049 \\001 \\ + .012 \\001 \\001 \end{array}$	$\begin{array}{r}040 \\ + .003 \\ + .016 \\ + .004 \\ + .003 \end{array}$	049 006 + .007 005 006	042 005 + .009 002 005	048 011 + .003 008 011	044 009 + .006 005 009	049 014 + .001 010 014	047 016 + .001 010 015	049 018 001 012 017	051 024 007 018 023	050 023 006 017 022
71	+ .032 + .044 + .014 + .066 + .079	+ .020 + .032 + .002 + .054 + .067	+ .027 + .044 + .014 + .067 + .073	$\begin{array}{r} + .016 \\ + .033 \\ + .003 \\ + .056 \\ + .062 \end{array}$	+ .016 + .034 + .004 + .057 + .062	+ .019 + .042 + .013 + .067 + .066	$\begin{array}{r} + .010 \\ + .033 \\ + .004 \\ + .058 \\ + .057 \end{array}$	$\begin{array}{r} + .011 \\ + .040 \\ + .013 \\ + .067 \\ + .060 \end{array}$	$\begin{array}{r} + .005 \\ + .034 \\ + .007 \\ + .061 \\ + .054 \end{array}$	+ .007 + .039 + .012 + .067 + .057	$\begin{array}{r} + .002 \\ + .034 \\ + .007 \\ + .062 \\ + .052 \end{array}$	+ .001 + .037 + .011 + .067 + .053	$\begin{array}{r}001 \\ + .035 \\ + .009 \\ + .065 \\ + .051 \end{array}$	007 + .035 + .010 + .066 + .049	$\begin{array}{r}006 \\ + .036 \\ + .011 \\ + .067 \\ + .056 \end{array}$
76. 77. 78. 79. 80.	+ .010 + .032 + .008 + .009 + .002	002 + .020 004 003 010	$\begin{array}{r} + .010 \\ + .034 \\ + .010 \\ + .012 \\ + .001 \end{array}$	$\begin{array}{r}001 \\ + .023 \\001 \\ + .001 \\010 \end{array}$	$\begin{array}{r} .000 \\ + .024 \\ .000 \\ + .002 \\010 \end{array}$	$\begin{array}{r} + .011 \\ + .035 \\ + .011 \\ + .015 \\002 \end{array}$	+ .002 + .026 + .002 + .006 011	$\begin{array}{r} + .010 \\ + .037 \\ + .010 \\ + .016 \\005 \end{array}$	+ .004 + .031 + .004 + .010 011	+ .010 + .037 + .010 + .016 005	+ .005 + .032 + .005 + .011 010	+ .010 + .038 + .008 + .016 008	+ .008 + .036 + .006 + .014 010	+ .009 + .009 + .006 + .014 010	+ .010 + .032 + .003 + .013 004
81	+ .028 + .034 + .004 + .049 + .007	+ .016 + .022 008 + .037 005	+ .021 + .031 + .005 + .049 + .008	$\begin{array}{r} + .010 \\ + .020 \\006 \\ + .038 \\003 \end{array}$	+ .009 + .020 005 + .039 002	+ .009 + .027 + .004 + .047 + .009	.000 + .018 005 + .038 .000	$\begin{array}{r}002 \\ + .021 \\ + .002 \\ + .045 \\ + .009 \end{array}$	$\begin{array}{r}008 \\ + .015 \\004 \\ + .039 \\ + .003 \end{array}$	$\begin{array}{r}007 \\ + .019 \\ + .002 \\ + .044 \\ + .008 \end{array}$	$\begin{array}{r}012 \\ + .014 \\003 \\ + .039 \\ + .003 \end{array}$	016 + .014 .000 + .042 + .007	$\begin{array}{r}018 \\ + .012 \\002 \\ + .040 \\ + .005 \end{array}$	025 + .007 002 + .039 + .005	02 + .00 00 + .04 + .00
86	+ .032 + .032 004 008 025	+ .020 + .020 016 020 037	+ .027 + .031 003 009 028	$\begin{array}{r} + .016 \\ + .020 \\014 \\020 \\039 \end{array}$	$\begin{array}{r} + .016 \\ + .021 \\013 \\019 \\039 \end{array}$	+ .020 + .030 002 010 034	$\begin{array}{r} + & .011 \\ + & .021 \\ - & .011 \\ - & .019 \\ - & .043 \end{array}$	$\begin{array}{r} + .014 \\ + .029 \\002 \\012 \\040 \end{array}$	+ .008 + .023 008 018 046	+ .012 + .028 003 012 043	+ .007 + .023 008 017 048	+ .007 + .026 003 014 017	+ .005 + .024 005 016 049	+ .003 + .024 004 015 052	+ .004 + .024 003 014 051
91 92 93 94 95	+ .049 + .028 029 007 + .007	+ .037 + .016 041 019 005	+ .049 + .026 031 007 + .008	+ .038 + .015 042 018 003	+ .038 + .015 042 017 002	+ .047 + .022 034 008 + .009	$\begin{array}{r} + .038 \\ + .013 \\043 \\017 \\ .000 \end{array}$	+ .044 + .018 036 009 + .009	$\begin{array}{r} + .038 \\ + .012 \\042 \\015 \\ + .003 \end{array}$	+ .042 + .016 037 010 + .009	+ .037 + .011 042 015 + .004	+ .039 + .012 040 011 + .009	+ .037 + .010 042 013 + .007	+ .036 + .009 043 013 + .008	+ .031 + .010 042 012 + .000
96	040 003 + .049 1000 007	$\begin{array}{c}052 \\015 \\ + .037 \\012 \\019 \end{array}$	041 003 + .045 002 006	$\begin{array}{c}052 \\014 \\ + .034 \\013 \\017 \end{array}$	$\begin{array}{c c}051 \\013 \\ + .034 \\013 \\016 \end{array}$	042 003 + .037 005 007	$\begin{array}{r}051 \\012 \\ + .028 \\014 \\016 \end{array}$	044 004 + .029 008 009	$\begin{array}{r}050 \\010 \\ + .023 \\014 \\015 \end{array}$	044 004 + .026 010 010	049 009 + .021 015 015	046 005 + .020 013 012	048 007 + .018 015 014	047 006 + .014 018 015	044 004 + .014 014 014
101	+ .058 + .040 + .006 015 005	+ .046 + .028 006 027 017	+ .056 + .033 001 014 006	+ .045 + .022 012 025 017	$\begin{array}{r} + .045 \\ + .021 \\012 \\024 \\017 \end{array}$	$\begin{array}{r} + .052 \\ + .021 \\012 \\015 \\009 \end{array}$	$\begin{array}{r} + .043 \\ + .012 \\021 \\024 \\018 \end{array}$	+ .048 + .012 021 016 013	+ .042 + .006 027 022 019	$\begin{array}{r} + .046 \\ + .008 \\024 \\017 \\015 \end{array}$	$\begin{array}{r} + .041 \\ + .003 \\029 \\022 \\020 \end{array}$	+ .043 + .001 031 019 018	+ .041 001 033 021 020	+ .039 005 037 022 022	+ .04 00 03 02 02
106	004 + .039 + .001 + .044 + .008	$\begin{array}{c}016 \\ + .027 \\011 \\ + .032 \\004 \end{array}$	004 + .037 + .002 + .045 + .005	015 + .026 009 + .034 006	014 + .026 008 + .035 006	$\begin{array}{r}004 \\ + .034 \\ + .002 \\ + .043 \\001 \end{array}$	013 + .025 007 + .034 010	$\begin{array}{r}005 \\ + .032 \\ + .002 \\ + .040 \\007 \end{array}$	$\begin{array}{r}011 \\ + .026 \\004 \\ + .034 \\013 \end{array}$	$\begin{array}{r}006 \\ + .031 \\ + .002 \\ + .038 \\009 \end{array}$	$\begin{array}{r}011 \\ + .026 \\003 \\ + .033 \\014 \end{array}$	$\begin{array}{r}007 \\ + .029 \\ + .002 \\ + .034 \\014 \end{array}$	009 + .027 .000 + .032 016	$\begin{array}{r} + .009 \\ + .027 \\ + .001 \\ + .030 \\020 \end{array}$	$ \begin{array}{r}00 \\ + .02 \\ + .00 \\ + .03 \\01 \\ \end{array} $
111 112 113 114 115	$ \begin{array}{r}004 \\ + .037 \\021 \\ + .023 \\ + .003 \end{array} $	$\begin{array}{r}016 \\ + .025 \\033 \\ + .011 \\009 \end{array}$	008 + .039 020 + .012 + .004	019 + .028 031 + .001 007	019 + .029 030 .000 006	014 + .041 019 - 1000 + .002	023 + .032 028 015 007	020 + .041 019 020 001	028 + .035 025 026 007	$\begin{array}{c}022 \\ + .040 \\020 \\027 \\003 \end{array}$	$\begin{array}{r}027 \\ + .035 \\025 \\032 \\008 \end{array}$	026 + .040 021 037 007	028 + .038 023 039 009	030 + .038 022 048 013	02 + .03 02 04 01
116 117 118 119 120	+ .014 + .043 + .018 + .023 + .002	+ .002 + .031 + .006 + .011 010	+ .008 + .045 + .019 + .023 + .002	$\begin{array}{c}003 \\ + .034 \\ + .008 \\ + .012 \\009 \end{array}$	003 + .035 + .009 + .013 008	$\begin{array}{r}003 \\ + .046 \\ + .021 \\ + .024 \\ .000 \end{array}$	$\begin{array}{r}012 \\ + .037 \\ + .012 \\ + .015 \\009 \end{array}$	$\begin{array}{r}013 \\ + .044 \\ + .022 \\ + .023 \\ .000 \end{array}$	$\begin{array}{c}019 \\ + .038 \\ + .016 \\ + .017 \\006 \end{array}$	$\begin{array}{c}018 \\ + .043 \\ + .022 \\ + .023 \\001 \end{array}$	$\begin{array}{r}023 \\ + .038 \\ + .017 \\ + .018 \\006 \end{array}$	$\begin{array}{r}026 \\ + .041 \\ + .023 \\ + .023 \\001 \end{array}$	028 + .039 + .021 + .021 + .021 003	$\begin{array}{r}034 \\ + .038 \\ + .023 \\ + .021 \\002 \end{array}$	$ \begin{array}{r}03 \\ + .03 \\ + .02 \\ + .02 \\00 \end{array} $
121. 122. 123. 124. 124.	+ .012 + .022 031 014 004	.000 + .010 043 026 016	+ .012 + .022 031 016 007	+ .001 + .011 042 027 018	+ .002 + .012 041 027 018	+ .011 + .020 032 020 011	+ .002 + .011 041 029 020	+ .010 + .019 035 025 015	$\begin{array}{c} + .004 \\ + .013 \\041 \\031 \\021 \end{array}$	+ .009 + .018 037 027 018	+ .004 + .013 042 032 023	+ .008 + .016 040 031 021	+ .006 + .014 042 033 023	+ .007 + .015 043 035 025	+ .00 + .01 04 03 02
126. 127. 128. 129. 130.	002 + . 008 . 000 + . 003 026	014 004 012 009 038	005 + .004 002 .000 027	016 007 013 011 038	016 007 013 011 037	010 001 004 005 028	019 010 013 014 037	014 006 007 010 031	020 012 013 016 037	016 009 008 012 032	021 014 013 017 037	020 013 010 016 035	022 015 012 018 037	024 018 013 020 039	02 01 01 01 03
131. 132. 133. 134. 134. 135.	009 014 011 016 012	021 026 023 028 024	010 014 013 017 013	021 025 024 028 024	021 024 024 027 023	013 015 018 018 018	022 024 027 027 023	016 017 022 019 016	022 023 028 025 022	$\begin{array}{c}018 \\018 \\024 \\020 \\017 \end{array}$	023 023 029 025 022	022 020 028 021 019	024 022 030 023 021	026 021 032 023 022	02 02 03 02 02
136 137 138 139 140.	001 + .013 007 + .024 + .027	013 +.001 019 +.012 +.015	001 +.012 007 +.023 +.026	012 +.001 018 +.012 +.015	$\begin{array}{r}011 \\ + .002 \\017 \\ + .012 \\ + .016 \end{array}$	002 +.010 007 +.021 +.025	$ \begin{array}{r}011 \\ + .001 \\016 \\ + .012 \\ + .018 \end{array} $	004 +.009 008 +.019 +.024	010 +.003 014 +.013 +.013	- 1001 + .008008 + .019 + .024	010 +.003 013 +.014 +.014	007 +.006 009 +.017 +.022	009 +.004 011 +.015 +.020	009 +.005 009 +.015 +.021	00 +.00 00 +.01 +.01

Anomalies for various depths of compensation-Continued.

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

Anomalies for various depths of compensation-Continued.

	Depti k	h, 42.6 m.	Depti ki	h, 56.9 m.	Depth, 60.0 km.	Dept) ki	1, 85.3 n.	Depth k1	a, 113.7 m.	Depth	, 127.9 n.	Depth	, 156.25 n.	Depth kı	, 184.6 n.
Number of station	g—g.	g- (g_0+12)	g—g.	g- (g_0+11)	(g(g_0+10)	9-90	g (g_0+9)	gg.	g_ (g_a+6)	gg.	g (g_0+5)	gg.	g (g_0+2)	9-9.	g- (g_0-1)
141 142 143 144 145	$\begin{array}{r} -0.009 \\ + .019 \\ + .025 \\ + .006 \\ + .028 \end{array}$	$\begin{array}{r} -0.021 \\ + .007 \\ + .016 \\006 \\ + .016 \end{array}$	$\begin{array}{r} -0.008 \\ + .019 \\ + .028 \\ + .005 \\ + .027 \end{array}$	$\begin{array}{r} -0.019 \\ + .008 \\ + .017 \\006 \\ + .016 \end{array}$	$\begin{array}{r} -0.018 \\ + .009 \\ + .018 \\005 \\ + .016 \end{array}$	$\begin{array}{r} -0.007 \\ + .020 \\ + .027 \\ + .003 \\ + .024 \end{array}$	$\begin{array}{r} -0.016 \\ + .011 \\ + .018 \\006 \\ + .015 \end{array}$	$\begin{array}{r} -0.008 \\ + .019 \\ + .026 \\ + .002 \\ + .022 \end{array}$	-0.014 + .013 + .020 004 + .016	$\begin{array}{r} -0.008 \\ + .019 \\ + .025 \\ + .001 \\ + .020 \end{array}$	$\begin{array}{r} -0.013 \\ + .014 \\ + .020 \\004 \\ + .015 \end{array}$	$\begin{array}{r} -0.009 \\ + .018 \\ + .024 \\001 \\ + .018 \end{array}$	$\begin{array}{r} -0.011 \\ + .016 \\ + .022 \\003 \\ + .016 \end{array}$	$\begin{array}{r} -0.010 \\ + .018 \\ + .000 \\002 \\ + .016 \end{array}$	-0.009 + .019 + .023 001 + .017
146 147 148 149 150	+ .017 + .029 + .001 010 + .017	+ .005 + .017 011 022 + .005	+ .016 + .027 001 013 + .016	$\begin{array}{r} + .005 \\ + .016 \\012 \\024 \\ + .005 \end{array}$	$\begin{array}{r} + .005 \\ + .016 \\012 \\024 \\ + .005 \end{array}$	+ .014 + .024 006 018 + .013	$\begin{array}{r} + .005 \\ + .015 \\015 \\027 \\ + .004 \end{array}$	+ .011 + .021 010 023 + .010	+ .005 + .015 016 029 + .004	$\begin{array}{r} + .010 \\ + .019 \\012 \\026 \\ + .009 \end{array}$	$\begin{array}{r} + \ .005 \\ + \ .014 \\ - \ .017 \\ - \ .031 \\ + \ .004 \end{array}$	$\begin{array}{r} + .007 \\ + .016 \\016 \\030 \\ + .006 \end{array}$	+ .005 + .014 018 032 + .004	+ .004 + .013 035 + .002	+ .005 + .014 019 + .034 + .003
151 152 153 154 155	+ .042 + .025 007 021 007	+ .030 + .013 019 033 019	+ .040 + .020 009 023 008	+ .029 + .009 020 034 019	+ .029 + .009 020 034 019	+ .037 + .011 012 027 010	+ .028 + .002 021 036 019	+ .033 + .003 015 030 013	+ .027 003 021 036 019	+ .088 .000 016 032 014	+ .027 005 021 037 019	+ .028 006 019 036 017	+ .026 008 021 038 019	+ .024 012 022 039 020	$\begin{array}{r} + .025 \\011 \\021 \\038 \\019 \end{array}$
156 157 158 159 160	+ .007 012 + .004 + .021 + .006	005 024 - 1009 + 1009 006	+ .004 015 + .001 + .018 + .003	007 026 010 + .007 008	$\begin{array}{r}007 \\026 \\010 \\ + .007 \\008 \end{array}$	002 023 004 + .012 001	$\begin{array}{r}011 \\032 \\013 \\ + .003 \\010 \end{array}$	007 028 009 + .007 006	013 034 015 + .001 012	009 031 011 + .005 008	014 036 016 .000 013	014 036 016 .000 012	016 038 018 002 014	019 041 020 004 016	018 040 019 003 015
161 162 163 164 165	003 + .033 + .017 + .003 007	015 + .021 + .005 009	005 + .032 + .016 + .001 009	$\begin{array}{r}016 \\ + .021 \\ + .005 \\010 \\020 \end{array}$	$\begin{array}{r}016 \\ + .021 \\ + .005 \\010 \\020 \end{array}$	$\begin{array}{r}009 \\ + .030 \\ + .013 \\002 \\013 \end{array}$	$\begin{array}{r}018 \\ + .021 \\ + .004 \\011 \\022 \end{array}$	013 + .027 + .010 017	$\begin{array}{r}019 \\ + .021 \\ + .004 \\012 \\023 \end{array}$	015 + .026 + .009 007 018	$\begin{array}{r}020 \\ + .021 \\ + .004 \\012 \\023 \end{array}$	019 + .024 + .006 010 021	$\begin{array}{r}021 \\ + .022 \\ + .004 \\012 \\023 \end{array}$	$\begin{array}{r}022 \\ + .021 \\ + .003 \\012 \\024 \end{array}$	$\begin{array}{r}021 \\ + .022 \\ + .004 \\011 \\023 \end{array}$
166	009 002 + .022 + .023 + .017	$\begin{array}{r}021 \\014 \\ + .010 \\ + .011 \\ + .005 \end{array}$	$\begin{array}{r}010 \\002 \\ + .022 \\ + .023 \\ + .017 \end{array}$	021 013 + .011 + .012 + .006	$\begin{array}{r}021 \\012 \\ + .012 \\ + .013 \\ + .007 \end{array}$	$\begin{array}{r}013 \\003 \\ + .021 \\ + .022 \\ + .015 \end{array}$	022 012 + .012 + .013 + .006	$\begin{array}{r}015 \\004 \\ + .021 \\ + .021 \\ + .014 \end{array}$	$\begin{array}{r}021 \\010 \\ + .015 \\ + .015 \\ + .008 \end{array}$	$\begin{array}{r}017 \\004 \\ + .000 \\ + .020 \\ + .013 \end{array}$	022 01 + .015 + .015 + .008	019 005 + .020 + .019 + .012	021 007 + .018 + .017 + .010	$\begin{array}{r}022 \\006 \\ + .019 \\ + .018 \\ + .010 \end{array}$	$\begin{array}{r}021 \\005 \\ + .020 \\ + .019 \\ + .011 \end{array}$
171. 172. 173. 173. 174. 175.	014 015 + .004 017 007	026 027 004 029 019	015 016 + .002 019 008	026 027 009 030 019	026 027 009 030 019	018 022 001 022 012	027 031 010 031 021	021 026 003 025 016	027 032 009 031 022	022 029 005 026 018	027 034 010 031 023	025 034 007 028 023	027 036 009 030 025	027 038 009 031 027	026 037 008 030 026
176. 177. 178. 179. 180.	010 + .010 + .012 018 031	- 1021 002 1000 030 043	011 + .010 + .012 017 032	022 001 + .001 028 043	022 .000 + .000 027 042	013 + .010 + .010 017 033	022 + .001 + .001 026 042	016 + .009 + .009 017 034	022 + .003 + .003 023 040	017 + .008 + .009 017 035	022 + .003 + .004 002 040	019 + .008 + .008 018 018	$\begin{array}{r}021 \\ + .006 \\ + .006 \\020 \\038 \end{array}$	022 + .007 + .006 019 038	$\begin{array}{r}021 \\ + .008 \\ + .007 \\018 \\037 \end{array}$
181. 182. 183. 183. 184. 185.	+ .025 040 038 018 + .022	+ .013 052 050 030 + .010	+ .025 041 038 018 + .022	+ .014 052 049 029 + .011	+ .015 051 048 028 + .012	$\begin{array}{r} + .025 \\041 \\039 \\019 \\ + .021 \end{array}$	+ .016 050 048 028 + .012	+ .023 042 041 019 + .020	+ .017 048 047 025 + .014	$\begin{array}{r} + .023 \\042 \\041 \\019 \\ + .020 \end{array}$	+ .018 047 046 024 + .015	+ .022 044 042 020 + .019	+ .020 046 044 022 + .017	+ .021 045 044 021 + .018	+ .022 044 043 020 + .019
186 187 188 189 100	$\begin{array}{r} + .019 \\ + .024 \\ + .046 \\ + .039 \\ + .025 \end{array}$	+ .007 + .012 + .034 + .027 + .013	+ .019 + .024 + .046 + .010 + .025	$\begin{array}{r} + .008 \\ + .013 \\ + .035 \\ + .029 \\ + .014 \end{array}$	$\begin{array}{r} + .009 \\ + .014 \\ + .036 \\ + .030 \\ + .015 \end{array}$	$\begin{array}{r} + .020 \\ + .023 \\ + .045 \\ + .040 \\ + .025 \end{array}$	$\begin{array}{r} + \ .011 \\ + \ .014 \\ + \ .036 \\ + \ .031 \\ + \ .016 \end{array}$	$\begin{array}{r} + .020 \\ + .023 \\ + .043 \\ + .040 \\ + .025 \end{array}$	+ .014 + .017 + .037 + .034 + .019	$\begin{array}{r} + .020 \\ + .023 \\ + .042 \\ + .041 \\ + .025 \end{array}$	$\begin{array}{r} + .015 \\ + .018 \\ + .037 \\ + .036 \\ + .020 \end{array}$	$\begin{array}{r} + .020 \\ + .022 \\ + .041 \\ + .011 \\ + .025 \end{array}$	+ .018 + .020 + .039 + .038 + .023	+ .020 + .021 + .038 + .039 + .024	$\begin{array}{r} + .021 \\ + .022 \\ + .039 \\ + .040 \\ + .025 \end{array}$
191	$\begin{array}{r} + .017 \\ + .024 \\ + .037 \\ + .015 \\ + .036 \end{array}$	$\begin{array}{r} + .005 \\ + .012 \\ + .025 \\ + .003 \\ + .024 \end{array}$	$\begin{array}{r} + .018 \\ + .025 \\ + .038 \\ + .017 \\ + .035 \end{array}$	$\begin{array}{r} + .007 \\ + .014 \\ + .027 \\ + .006 \\ + .024 \end{array}$	+ .008 + .015 + .028 + .007 + .024	$\begin{array}{r} + .019 \\ + .028 \\ + .039 \\ + .019 \\ + .032 \end{array}$	$\begin{array}{r} + & .010 \\ + & .017 \\ + & .030 \\ + & .010 \\ + & .023 \end{array}$	+ .019 + .027 + .038 + .019 + .027	$\begin{array}{r} + .013 \\ + .021 \\ + .032 \\ + .013 \\ + .021 \end{array}$	$\begin{array}{r} + .020 \\ + .027 \\ + .038 \\ + .019 \\ + .024 \end{array}$	+ .015 + .022 + .033 + .014 + .019	$\begin{array}{r} + .019 \\ + .027 \\ + .038 \\ + .019 \\ + .019 \end{array}$	+ .017 + .025 + .036 + .017 + .017	+ .019 + .027 + .036 + .017 + .012	+ .020 + .028 + .037 + .018 + .018
196 197 198 199 200	$\begin{array}{r} + .045 \\ + .015 \\ + .063 \\ + .025 \\ + .015 \end{array}$	+ .033 + .003 + .051 + .013 + .003	$\begin{array}{r} + .045 \\ + .015 \\ + .064 \\ + .025 \\ + .015 \end{array}$	$\begin{array}{r} + .034 \\ + .004 \\ + .053 \\ + .014 \\ + .004 \end{array}$	$\begin{array}{r} + \ .035 \\ + \ .005 \\ + \ .054 \\ + \ .015 \\ + \ .005 \end{array}$	+ .044 + .014 + .063 + .025 + .015	+ .035 + .005 + .054 + .016 + .006	+ .044 + .014 + .062 + .025 + .014	$\begin{array}{r} + \ \cdot \ 038 \\ + \ \cdot \ 008 \\ + \ \cdot \ 056 \\ + \ \cdot \ 019 \\ + \ \cdot \ 008 \end{array}$	$\begin{array}{r} + .043 \\ + .014 \\ + .061 \\ + .025 \\ + .014 \end{array}$	+ .038 + .009 + .056 + .020 + .009	+ .042 + .013 + .059 + .025 + .014	$\begin{array}{r} + .040 \\ + .011 \\ + .057 \\ + .023 \\ + .012 \end{array}$	$\begin{array}{r} + .041 \\ + .012 \\ + .056 \\ + .024 \\ + .013 \end{array}$	$\begin{array}{r} + .042 \\ + .012 \\ + .057 \\ + .026 \\ + .014 \end{array}$
5011	+ .035 + .035 + .059 015 + .010	+ .020 + .623 + .047 027 002	$\begin{array}{r} + .036 \\ + .034 \\ + .059 \\015 \\ + .000 \end{array}$	$\begin{array}{r} + & . \\ + & .023 \\ + & .048 \\ - & .026 \\ - & .001 \end{array}$	$\begin{array}{r} + \ .026 \\ + \ .024 \\ + \ .049 \\ - \ .025 \\ .000 \end{array}$	$\begin{array}{r} + .038 \\ + .032 \\ + .059 \\017 \\ + .010 \end{array}$	+ .029 + .023 + .050 026 + .001	+ .038 + .029 + .058 018 + .010	$\begin{array}{r} + .032 \\ + .023 \\ + .052 \\024 \\ + .004 \end{array}$	+ .038 + .028 + .058 018 + .009	$\begin{array}{r} + & .033 \\ + & .023 \\ + & .053 \\ - & .023 \\ + & .001 \end{array}$	+ .017 + .025 + .057 020 + .009	$\begin{array}{r} + .035 \\ + .023 \\ + .055 \\022 \\ + .007 \end{array}$	$\begin{array}{r} + .037 \\ + .021 \\ + .056 \\021 \\ + .008 \end{array}$	$\begin{array}{r} + .038 \\ + .022 \\ + .057 \\020 \\ + .008 \end{array}$
208	+ .030 015 + .002 + .048 015	+ .018 027 010 + .036 027	+ .030 016 + .002 + .017 016	+ .019 027 009 + .036 027	$\begin{array}{r} + & .020 \\ - & .028 \\ - & .008 \\ + & .036 \\ - & .027 \end{array}$	+ .028 018 + .001 + .044 019	+ .019 027 028 + .035 028	+ .026 021 .000 + .042 021	+ .020 027 006 + .036 027	$\begin{array}{r} + .025 \\022 \\ .000 \\ + .040 \\023 \end{array}$	+ .020 027 005 + .035 028	$\begin{array}{r} + .024 \\024 \\002 \\ + .038 \\026 \end{array}$	$\begin{array}{r} + .022 \\026 \\004 \\ + .036 \\028 \end{array}$	$\begin{array}{r} + \ .022 \\ - \ .027 \\ - \ .003 \\ + \ .035 \\ - \ .029 \end{array}$	+ .022 026 002 + .036 022
211 212 213 214 215	010 + .060 + .027 + .049 010	$\begin{array}{r}022 \\ + .048 \\ + .015 \\ + .037 \\022 \end{array}$	$\begin{array}{r}011 \\ + .059 \\ + .026 \\ + .048 \\008 \end{array}$	$\begin{array}{r}022 \\ + .048 \\ + .015 \\ + .037 \\023 \end{array}$	$\begin{array}{r}022 \\ + .048 \\ + .016 \\ + .037 \\023 \end{array}$	$\begin{array}{r}013 \\ + .056 \\ + .024 \\ + .046 \\016 \end{array}$	$\begin{array}{r}022 \\ + .047 \\ + .015 \\ + .037 \\025 \end{array}$	$\begin{array}{r}015 \\ + .054 \\ + .021 \\ + .044 \\021 \end{array}$	$\begin{array}{r}021 \\ + .048 \\ + .015 \\ + .038 \\027 \end{array}$	$\begin{array}{r}017 \\ + .052 \\ + .019 \\ + .043 \\024 \end{array}$	$\begin{array}{r}023 \\ + .047 \\ + .014 \\ + .038 \\029 \end{array}$	019 + .050 + .017 + .017 027	$\begin{array}{r}021 \\ + .048 \\ + .015 \\ + .038 \\029 \end{array}$	$\begin{array}{r}022 \\ + .047 \\ + .014 \\ + .037 \\031 \end{array}$	$\begin{array}{c}021 \\ + .048 \\ + .018 \\ + .038 \\030 \end{array}$
216. 217. 218. 219.	+ .018 + .007	+ .006 005 045	+ .017 + .005 + .041 035	+ .006 006 + .030 046	+ .007 006 + .011 016	+ .015 + .002 + .024 037	+ .006 007 + .015 046	+ .013 002 + .023 041	+ .007 008 + .017 047	+ .011 003 042	+ .006 008	+ .009 006 045	+ .007 008 047	+ .008 010 049	+ .007 009

Depths of compensation	42.6	km.	56.9	km.	60.0	km.	863 km.	
Equatorial value of gravity	978, 030	978.042	978.030	978, 041	978.030	978.040	178.084	978.039
Mean anomalies with regard to sign, using groups Mean anomalies without regard to sign, using groups Mean anomalies with regard to sign, all stations. Mean anomalies without regard to sign, all stations (Seattle sta- tions omitted). Mean anomalies without regard to sign, all stations (Seattle sta- tions omitted).	+0.012 .019 +.012 .022 +.013 .021	0.000 .016 .000 .020 +.001 .019	+0.011 .018 +.011 .021 +.012 .020	0.000 .016 .000 .020 +.001 .019	+0.010	0.000 .020 + .001 .019	+0.009 .018 +.008 .020 +.009 .020	017 001 .020 1000 .019
Depths of compensation	113.7	km.	127.9	km.	156.2	5 km.	184.6	km.
Equatorial value of gravity	978.030	978.035	978.030	978-035	978.030	978.082	976.080	978.029
Mean anomalies with regard to sign, using groups Mean anomalies without regard to sign, using groups Mean anomalies with regard to sign, all stations Mean anomalies without regard to sign, all stations Mean anomalies with regard to sign, all stations (Seattle sta- tions omitted).	+0.006 .018 +.005 .020 +.006	0.000 .017 001 .020 .000	+0.005 .018 +.004 .020 +.005	0.000 .017 001 .020 .000	+0.002 .018 +.001 .020 +.002	0.000 .018 001 .021 .000	0.001 .019 002 .021 001	0.000 .019 001 .021
tions omitted)	. 020	. 019	. 020	.019	. 020	. 020	. 020	1020

SUMMARY OF MEAN ANOMALIES FOR VARIOUS DEPTHS OF COMPENSATION AND THE VARIOUS VALUES OF EQUATORIAL GRAVITY.

The names, elevations, and locations of the stations are given in the table on pages 50-52. The values of $g-g_o$ for any depth are obtained by combining the correction for topography and compensation for that depth given in the table on pages 100-102, with the correction for the elevation of the station and the theoretical value of the gravity for the latitude of the station computed by the Helmert formula of 1901, which are given on pages 50-52. In this formula the value of the first term is 978.030. This is the value in dynes of the intensity of gravity at the equator. In order to get the Hayford 1912 anomalies (which were computed by a formula which is the same as that of Helmert of 1901, except that the first term is 978.038), add algebraically -0.008 to the $g-g_o$ values. For instance, the value of $g-g_o$ for station 25 and the depth 42.6 km. is -0.005. The 1912 anomaly will be -0.013 dyne.

The difference at a station between the values of $g-g_{\rm c}$ for any two depths is of the same amount, but of opposite sign, to the difference between the effects of topography and compensation for the same depths in the table on pages 100-102.

The differences, $g-g_c$, between the observed gravity and the computed gravity using a depth of compensation of 42.6 km. and the Helmert 1901 formula are shown in the second column of the preceding table. The mean value of $g-g_c$ for this depth was found to be +0.012 dyne. In obtaining this mean groups of stations within limited areas were combined and each group given unit weight. The third column of the preceding table contains the anomalies for the depth 42.6 km. after the mean of the second column, +0.012, has been applied as a correction to the first term of Helmert's formula. These are the most probable anomalies from observations in the United States if a depth of compensation of 42.6 km. and a flattening of 1/298.2 are assumed. The anomalies for the other depths were obtained in a similar manner, except for the depth 60.0 km. The anomalies for this depth were obtained from the analytical solution 1c on page 123.

The use of 94 additional stations in the United States has changed the value of the first term of the United States Coast and Geodetic Survey gravity formula of 1912, based on a depth of 113.7 km., only from 978.038 to 978.036. The lowest value of the first term of the gravity formula as obtained in the preceding table is 978.029 for the depth of 184.6 km.

If individual stations are investigated, it will be found that those stations which are in mountainous regions and along the coast near deep water have the greatest range in the values of $g-g_0$ in the preceding table.

At the end of the table there is given a summary of the mean anomalies for various depths of compensation and the several values of equatorial gravity. This shows that the mean anomaly with regard to sign when stations near together are combined in groups has the same sign and is within 0.001 of the mean of all stations for each depth. It also shows that the Seattle stations at which the anomaly is -0.093 for each have little effect in deciding the character of the results. For the purpose of comparison the means with regard to sign are given below for

the formula derived from the investigation of which special publication No. 12 is a report. It has 978.038 as the first term, which is also the value of gravity at the equator.

The solution by least squares which gave from data in the United States the theoretically best value of gravity at the equator and the depth of compensation is discussed on pages 123 and 124. In the above table there are given the values of the anomalies for the depth thus determined, 60 km., although the depth, 56.9 km., gives nearly the same set of values.

The summary alone gives no strong evidence in favor of any one depth of compensation, for the means without regard to sign have little change from one depth to another while the mean with regard to sign is made the same (zero) for each depth.

The means with regard to sign of the anomalies for the different depths based upon the United States Coast and Geodetic Survey formula of 1912 are given in the following table:

Mean anomalies for various depths, based upon the United States Coast and Geodetic Survey formula of 1912, $\gamma_0 = 978.038 (1+0.005302 \sin^2 \phi - 0.000007 \sin^2 2\phi).$

Depths of compensation	42.6 km.	56.9 km.	60.0 km.	85.3 km.	113.7 km.	127.9 km.	156.25 km.	184.6 km.
Mean anomaly with regard to sign, using groups	+0.004	+0.003	+0.002	+0.001	-0.002	-0.003	-0.006	-0.009
Mean anomaly with regard to sign, for all stations	+ .004	+.003		.000	003	-0.004	007	010
Mean anomaly with regard to sign, omitting Seattle stations	+ .005	+.004		+.001	002	-0.003	006	009

This table is instructive only in showing how the computed value of gravity increases on an average with the depth of compensation.

THE RELATION BETWEEN THE DEPTH OF COMPENSATION AND THE TOPOGRAPHY.

While the mean anomalies with and without regard to sign, as shown in the summary above and the one on page 67, do not give any intimation as to which depth is the most probable one, the tables given below do seem to throw some light on this question.

The first part of the table shows the anomalies for the coast stations for the several depths, the second part has similar data for the mountainous stations below the general level, and the third one gives the data for mountainous stations above the general level, while the fourth and fifth parts of the table give the data for the stations near but not on the coasts and in the interior not in mountainous regions, respectively. The computed value in each case from which the anomalies were obtained depends upon the theoretical value of gravity at the equator, as obtained from all of the 216 stations for the particular depth.

Rayford anomalies for various depths of compensation arranged in groups according to topography.

		Hayfe	ord anomaly	for depth of	compensatio	n of—	
Station number	42.6 km.	56.9 km.	85.3 km.	113.7 km.	127.9 km.	156.25 km.	184.6 km.
Twenty-seven coast stations in the order of their distances from the 1000-fathom line: 54. 18. 80. 90. 92. 1 125. 8 126. 215. 149. 164. 164. 164. 164. 164. 164. 164. 164. 164. 164. 164. 164. 164. 164. 164. 164. 164. 177. 5. 4. 27. 26. 66. 29. 30. 17. 156. 128.	$\begin{array}{c} -0.006\\004\\010\\637\\ +.016\\ +.016\\ +.016\\ +.016\\014\\002\\022\\009\\ +.005\\ +.005\\ +.005\\ +.015\\015\\009\\ +.005\\ +.005\\015\\015\\009\\ +.005\\012\\ \end{array}$	$\begin{array}{c} -0.010\\ -0.008\\010\\009\\ +.015\\ +.015\\ +.015\\ +.018\\ +.030\\018\\023\\024\\010\\007\\010\\ +.002\\ +.027\\049\\ +.027\\049\\ +.027\\049\\ +.027\\016\\ +.007\\016\\008\\ +.007\\016\\008\\ +.007\\013\\ \end{array}$	$\begin{array}{c} -0.017\\014\\011\\043\\ +.013\\ +.013\\ +.028\\029\\026\\026\\027\\011\\010\\011\\ +.025\\ +.028\\013\\ +.003\\ +.003\\ +.003\\ +.007\\ +.007\\ +.007\\ +.007\\ +.007\\ +.003\\018\\018\\008\\013\\013\\018\\013\\018\\003\\013\\ -$	$\begin{array}{c} -0.021\\ -0.019\\019\\011\\046\\ +.012\\ +.007\\021\\ +.029\\020\\027\\022\\012\\012\\012\\012\\ +.002\\ +.024\\ +.026\\ +.024\\ +.026\\ +.029\\019\\ +.012\\ +.007\\ +.007\\019\\013\end{array}$	$\begin{array}{c} -0.023\\ -0.022\\010\\048\\ +.011\\ +.005\\023\\ +.023\\023\\021\\029\\011\\012\\012\\ +.001\\ +.024\\ +.025\\049\\ +.019\\020\\ +.019\\ +.019\\ +.006\\ +.006\\ +.006\\020\\020\\000\\013\end{array}$	$\begin{array}{c} -0.025\\025\\025\\010\\049\\ +.010\\ +.003\\022\\029\\022\\029\\032\\015\\011\\ +.001\\ +.001\\ +.024\\ +.026\\ +.017\\021\\ +.006\\ +.006\\ +.006\\ +.006\\002\\002\\012\\ \end{array}$	$\begin{array}{c} -0.027\\ -0.027\\ -0.027\\ -0.027\\ -0.027\\ -0.051\\ +.010\\ +.002\\ -0.034\\ -0.034\\ -0.034\\ -0.017\\ -0.017\\ -0.017\\ +0.015\\ +0.025\\ +0.025\\ +0.005\\ +0.005\\ +0.005\\ +0.005\\ -0.020\\ -0.004\\ -0.003\\ -0.012\\ \end{array}$
Mean without regard to sign.	.017	003	000	007	008	009	009

Hayford anomalies for various depths of compensation arranged in groups according to topography-Continued.

	Hayford anomaly for depth of compensation of-									
Station number	42.6 km.	56.9 km.	85.3 km.	113.7 km.	127.9 km.	156.25 km.	184.6 km.			
Thirty-six stations in mountainous regions and below the general level arranged in the order of their distances be- low the general level: 70	+0.003	-0.001	-0.006	-0.011	-0.014	-0.017	-0.022			
166	005 017 + .023 + .004	007 017 + .023 001	011 018 +.023 006	013 019 +.023 011	014 020 +.023 014	$ \begin{array}{c}016 \\020 \\ + .023 \\018 \end{array} $	018 021 +.022 023			
153 210 175 172 85	019 027 019 027 005	020 027 019 027 003	021 028 021 031 .000	$\begin{array}{r}021 \\027 \\022 \\032 \\ + .003 \end{array}$	021 028 023 034 + . 003	$\begin{array}{r}021 \\028 \\025 \\036 \\ + .005 \end{array}$	021 028 026 037 + . 006			
176 131 155 201 63	$\begin{array}{r}022 \\021 \\019 \\ + .023 \\ + .009 \end{array}$	$\begin{array}{r}022 \\021 \\019 \\ + .025 \\ + .009 \end{array}$	022 022 019 + .029 + .009	$\begin{array}{r}022 \\022 \\019 \\ + .032 \\ + .009 \end{array}$	022 023 019 + .033 + .009	$\begin{array}{r}021 \\024 \\019 \\ + .035 \\ + .009 \end{array}$	$\begin{array}{r}021 \\025 \\019 \\ + .038 \\ + .008 \end{array}$			
198 113 430. 112. 110.	+ .051 033 038 + .025 004	+ .053 031 038 + .028 006	+ .054 028 037 + .032 010	$\begin{array}{r} + .056 \\025 \\037 \\ + .035 \\013 \end{array}$	+ .056 025 037 + .035 014	$\begin{array}{r} + .057 \\023 \\037 \\ + .038 \\016 \end{array}$	+ .057 021 038 + .039 019			
111. 117. 115. 109. 82.	$\begin{array}{r}016 \\ + .031 \\009 \\ + .032 \\ + .022 \end{array}$	$\begin{array}{r}019 \\ + .034 \\007 \\ + .034 \\ + .020 \end{array}$	023 + . 037 007 + . 034 + . 018	$\begin{array}{r}026 \\ + .038 \\007 \\ + .034 \\ + .015 \end{array}$	$\begin{array}{r}027 \\ + .038 \\008 \\ + .033 \\ + .014 \end{array}$	$\begin{array}{r}028 \\ + .039 \\009 \\ + .032 \\ + .012 \end{array}$	029 + . 039 012 + . 031 + . 008			
45 194. 42. 195. 49.	+ .039 + .003 + .006 + .024 + .009	+ .037 + .006 + .003 + .024 + .010	+ .030 + .010 001 + .023 + .012	$\begin{array}{r} + .022 \\ + .013 \\005 \\ + .021 \\ + .012 \end{array}$	$\begin{array}{r} + .018 \\ + .014 \\007 \\ + .019 \\ + .012 \end{array}$	$\begin{array}{r} + .012 \\ + .017 \\010 \\ + .017 \\ + .012 \end{array}$	$\begin{array}{r} + .004 \\ + .018 \\015 \\ + .013 \\ + .010 \end{array}$			
44	$\begin{array}{c c}020 \\003 \\004 \\ .000 \\ + .019 \\032 \end{array}$	$\begin{array}{c}017 \\ + .001 \\001 \\001 \\ + .023 \\027 \end{array}$	$\begin{array}{r}014 \\ + .006 \\ + .002 \\005 \\ + .026 \\022 \end{array}$	$\begin{array}{r}014 \\ + .010 \\ + .004 \\008 \\ + .026 \\019 \end{array}$	$\begin{array}{r}015 \\ + .011 \\ + .005 \\010 \\ + .025 \\018 \end{array}$	$\begin{array}{r}016 \\ + .014 \\ + .006 \\012 \\ + .025 \\017 \end{array}$	$\begin{array}{r}018 \\ + .015 \\ + .007 \\017 \\ + .022 \\017 \end{array}$			
Mean with regard to sign Mean without regard to sign	.000	.000 .018	.000	001 .020	001 .021	002 .021	003			
Twenty stations in mountainous regions and above the general level arranged in the order of their distances above the general level: 129	009 + .020 + .002 + .046	011 +.016 003 +.045	014 + .010 012 + .043	016 +.005 019 +.042	017 + . 002 023 + . 041	018 001 028 + .041				
52	$\begin{array}{r} + .019 \\ + .043 \\ + .026 \\ + .013 \\ + .023 \\ + .037 \end{array}$	$\begin{array}{r} + .015 \\ + .038 \\ + .021 \\ + .009 \\ + .018 \\ + .034 \end{array}$	$\begin{array}{c} + .008 \\ + .030 \\ + .013 \\ + .002 \\ + .008 \\ + .028 \end{array}$	$\begin{array}{c} + .001 \\ + .023 \\ + .006 \\003 \\ .000 \\ + .023 \end{array}$	$\begin{array}{c}003 \\ + .019 \\ + .003 \\005 \\004 \\ + .021 \end{array}$	007 + .014 001 008 009 + .018	013 + .009 005 011 015 + .015			
64 20	$\begin{array}{c}036 \\ + .026 \\ + .020 \\006 \\ + .067 \end{array}$	$ \begin{array}{r}040 \\ + .022 \\ + .016 \\012 \\ + .062 \end{array} $	$ \begin{array}{r}045 \\ + .015 \\ + .011 \\021 \\ + .057 \end{array} $	$\begin{array}{r}048 \\ + .012 \\ + .008 \\027 \\ + .054 \end{array}$	$ \begin{array}{r}049 \\ + .010 \\ + .007 \\029 \\ + .052 \end{array} $	$\begin{array}{c}050 \\ + .008 \\ + .005 \\033 \\ + .051 \end{array}$	$ \begin{array}{r}052 \\ + .000 \\ + .004 \\036 \\ + .050 \end{array} $			
68. 114. 55. 102. 43.	$\begin{array}{r} + .015 \\ + .011 \\ + .021 \\ + .028 \\ + .057 \end{array}$	$\begin{array}{r} + .012 \\ + .001 \\ + .014 \\ + .022 \\ + .046 \end{array}$	$\begin{array}{r} + .007 \\015 \\ + .004 \\ + .012 \\ + .032 \end{array}$	$\begin{array}{c} + .003 \\026 \\001 \\ + .006 \\ + .023 \end{array}$	$\begin{array}{r} + .001 \\032 \\004 \\ + .003 \\ + .019 \end{array}$	$\begin{array}{c c} - & .001 \\ - & .039 \\ - & .007 \\ - & .001 \\ + & .013 \end{array}$	006 047 009 004 + . 006			
Mean with regard to sign. Mean without regard to sign	+ .021 .026	+ .016	+ .009	+ .003	+ .001	003	000			
Forty-six stations near the coast, in the order of their dis- tances from the open coast: 157	024 007 017 041 005	026 007 017 042 006	032 007 017 043 007	034 006 017 042 008	036 007 018 042 008	038 005 017 042 008	040 008 018 042 008			
23	$ \begin{array}{r}010 \\013 \\006 \\ + .024 \\024 \end{array} $	009 015 008 +.024 024	009 016 010 +.024 020	$ \begin{array}{r}009 \\018 \\012 \\ + .024 \\021 \end{array} $	009 019 013 +.023 023	008 020 014 +.023 023	008 021 015 +.022			

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

Hayford anomalies for various depths of compensation arranged in groups according to topography-Continued.

	Hayford anomaly for depth of compensation of-										
Station number	42.6 km.	56.9 km.	85.3 km.	113.7 km.	127.9 km.	156.25 km.	184.6 km.				
Forty-six stations near the coast, in the order of their dis- tances from the open coast—Continued. 158. 148. 81. 147. 150.	$\begin{array}{r} -0.008 \\011 \\ + .016 \\ + .017 \\ + .005 \end{array}$	$\begin{array}{r} -0.010 \\012 \\ + .010 \\ + .016 \\ + .005 \end{array}$	-0.013 015 .000 + .015 + .004	-0.015 016 008 +.015 +.004	-0.016017012 + .014 + .004	$\begin{array}{r} -0.018 \\ -0.018 \\ -0.018 \\ +0.018 \\ +0.014 \\ +0.004 \end{array}$	-0.019 -0.019 024 +.014 +.003				
146	+ .005 + .015 008 + .036 + .037	+ .005 + .015 009 + .036 + .037	+ .005 + .015 010 + .035 + .038	+ .005 + .015 009 + .036 + .039	+ .005 + .014 010 + .035 + .039	+ .005 + .015 009 + .036 + .040	+ .005 + .015 008 + .036 + .040				
22 163 145 84 216	+ .039 + .005 + .016 + .037 + .006	+ .039 + .005 + .016 + .038 + .006	+ .040 + .004 + .015 + .038 + .006	+ .041 + .004 + .016 + .039 + .007	+ .040 + .004 + .015 + .039 + .006	+ .041 + .004 + .016 + .040 + .007	+ .041 + .004 + .017 + .040 + .007				
144 212	006 + .048 + .037 + .037 025	$\begin{array}{r}006 \\ + .048 \\ + .037 \\ + .028 \\025 \end{array}$	006 + .047 + .037 + .038 021	004 + .048 + .038 + .038 018	$\begin{array}{r}004 \\ + .047 \\ + .028 \\ + .037 \\017 \end{array}$	$\begin{array}{r}003 \\ + .048 \\ + .038 \\ + .037 \\015 \end{array}$	$\begin{array}{r}001 \\ + .048 \\ + .038 \\ + .037 \\014 \end{array}$				
65 97. 123. 16. 10.	+ .003 015 043 + .015 010	+ .005 014 042 + .016 009	+ .008 012 041 + .017 008	+ .011 010 041 + .017 006	+ .012 009 042 + .016 006	+ .014 007 042 + .017 001	+ .016 005 042 + .017 002				
11 19. 151. 219. 162.	012 013 + .030 045 + .021	$\begin{array}{r}011 \\012 \\ + .029 \\046 \\ + .021 \end{array}$	010 012 + .028 046 + .021	$\begin{array}{r}008 \\011 \\ + .027 \\047 \\ + .021 \end{array}$	007 012 + .027 047 + .021	006 012 + .026 047 + .022	004 012 + .025 048 + .022				
165	019 021 019 + .037 016	$\begin{array}{r}020 \\021 \\018 \\ + .035 \\015 \end{array}$	022 021 017 + .033 013	$\begin{array}{r}023 \\021 \\015 \\ + .033 \\011 \end{array}$	$\begin{array}{c}023 \\021 \\015 \\ + .032 \\011 \end{array}$	$\begin{array}{r}023 \\021 \\013 \\ + .032 \\009 \end{array}$	$\begin{array}{r}023 \\021 \\012 \\ + .032 \\008 \end{array}$				
6 Mean with regard to sign.	+ .015	+ .016	+ .017	+ .018	+ .019	+ .020	+ .022				
Mean without regard to sign	1020	.020	.020	. 020	. 020	.021	+ .001				
ous regions, arranged in the order of elevation: 167	014 005 + .010 016 + .024	013 003 + .011 014 + .026	012 .000 + .012 011 + .029	$\begin{array}{c}010 \\ + .003 \\ + .015 \\008 \\ + .032 \end{array}$	009 + .004 + .015 008 + .033	- .007 + .007 + .018 005 + .035	005 + .009 + .020 003 + .037				
142	+ .007 + .020 021 028 012	+ .008 + .020 019 025 011	+ .011 + .021 016 024 009	+ .013 + .023 014 023 007	+ .014 + .023 013 023 006	$\begin{array}{r} + .016 \\ + .024 \\011 \\022 \\004 \end{array}$	+ .019 + .025 009 020 002				
38. 169. 120. 170. 89.	$\begin{array}{c}010 \\ + .011 \\010 \\ + .005 \\020 \end{array}$	$\begin{array}{c} - & .008 \\ + & .012 \\ - & .009 \\ + & .006 \\ - & .020 \end{array}$	$\begin{array}{c}006 \\ + .013 \\009 \\ + .006 \\019 \end{array}$	$\begin{array}{r}003 \\ + .015 \\006 \\ + .008 \\018 \end{array}$	$\begin{array}{r}002 \\ + .015 \\006 \\ + .008 \\017 \end{array}$	$\begin{array}{r} .000 \\ + .017 \\003 \\ + .010 \\016 \end{array}$	+ .003 + .019 001 + .011 014				
174 177	029 002 030 011 019	030 001 028 010 018	$\begin{array}{r}031 \\ + .001 \\926 \\007 \\016 \end{array}$	$\begin{array}{r}031 \\ + .003 \\023 \\005 \\014 \end{array}$	$\begin{array}{r}031 \\ + .003 \\022 \\005 \\013 \end{array}$	030 + .006 020 003 011	030 + .008 018 002 008				
104 135 143 134 166	$\begin{array}{r}027 \\024 \\ + .016 \\028 \\021 \end{array}$	$\begin{array}{r}025 \\024 \\ + .017 \\028 \\021 \end{array}$	024 023 + .018 027 022	$\begin{array}{r}022 \\022 \\ + .020 \\025 \\021 \end{array}$	$\begin{array}{r}022 \\022 \\ + .020 \\025 \\022 \end{array}$	$\begin{array}{r}021 \\021 \\ + .022 \\023 \\021 \end{array}$	021 021 +.023 022 021				
181 207 14	+ .013 027 + .025 005 + .047	+ .014 027 + .026 004 + .048	+ .016 027 + .027 002 + .050	+ .017 027 + .028 001 + .052	+ .018 027 + .028 001 + .053	+ .020 026 + .029 + .001 + .055	+ .022 026 + .030 + .003 + .057				
137 178	+ .001 .000 + .002 013 022	+ .001 + .001 + .003 012 022	+ .001 + .001 + .001 + .004 011 022	+ .003 + .003 + .007 010	+.003 +.004 +.007 010	+.004 +.006 +.009 009	+.007 +.007 +.007 +.011 008 008				

		Hayfo	ord anomaly	for depth of	compensatio	on of—	
Station number	42.6 km.	56.9 km.	85.3 km.	113.7 km.	127.9 km.	156.25 km.	184.6 km.
Eighty-seven stations in the interior and not in mountain- ous regions arranged in the order of elevationContd. 12	1.000 030 +.012 022 +.054 +.005 023 021 021 033	$\begin{array}{r} +0.001 \\029 \\ +.014 \\020 \\ +.066 \\ +.007 \\024 \\008 \\019 \\034 \end{array}$	$\begin{array}{c} +0.002 \\027 \\ +.017 \\019 \\ +.058 \\ +.010 \\027 \\005 \\016 \\036 \end{array}$	$\begin{array}{r} +0.004 \\025 \\ +.021 \\017 \\ +.061 \\ +.013 \\028 \\003 \\014 \\036 \end{array}$	$\begin{array}{r} +0.004 \\024 \\ +.022 \\017 \\ +.062 \\ +.015 \\029 \\003 \\013 \\037 \end{array}$	+0.006 022 +.025 016 +.065 +.017 030 001 010 038	+0.00 02 +.02 01 +.06 +.02 03 .00 00 00 03
171 196 140. 184. 180.	026 + .033 + .015 030 043	$\begin{array}{r}026 \\ + .034 \\ + .015 \\029 \\043 \end{array}$	+ .027 + .035 + .016 028 042	027 + .038 + .018 025 040	027 + .038 + .019 024 + .040	027 + .040 + .020 022 038	02 + .04 + .02 02 03
122. 2006. 199. 15. 197.	+ .010 + .003 + .013 021 + .003	+ .011 + .004 + .014 021 + .004	+ .011 + .006 + .016 022 + .005	+.013 +.008 +.019 021 +.008	$\begin{array}{c} + .013 \\ + .009 \\ + .020 \\021 \\ + .009 \end{array}$	$\begin{array}{r} + .014 \\ + .012 \\ + .023 \\021 \\ + .011 \end{array}$	+ .01 + .01 + .02 02 + .01
119	+ .011052	+ .012052	+ .015 050	+ .017 048	+ .018	+ .021 046	+ .02

- .027

+ .010

+ .012

-.005+.023 +.027 +.006

+

+++ .009

++-++

050

.007 .005 .023

.042 +

.027

.013

027

020

. 032

+ .025 + .018 + .012 + .034 - .008

-. 019

- .009

. 003

. 018

- .002

- .026

+ .011

- .049 + .012

+ .008

- .004 + .023 + .029 + .008 .004

+ .041+ .011 + .026 - .001

- .001

+ .014 + .014 - .028 + .023 + .033

+ .027 + .019 + .013 + .035 - .006

- .017

- .009

- .002

- . 028

+ .012- .051

- .048

+ .012

+ .011

+ .023+ .031 + .012

+ .040 + .013 + .025 + .001 + .002

+ .016 + .017 - .028 + .026 + .033

+ .030 + .019 + .014 + .036 - .005

- . 016

- .010

- .001

. 001

- .024

+ .014

- .047 + .013

+ .014

+ .003+ .025 + .034 + .016

+ .040 + .016 + .026 + .004 + .004

+ .019 + .021 - .027 + .031 + .034

+ .032 + .020 + .017 + .037 - .004

- . 015

- .010

+ .001

- .023

+ .015

- .046 + .014

+ .015

+ .013+ .004 + .025 + .036 + .017

+ .039

+ .039+ .017 + .026 + .004 + .005

. 032

+ .033

.020

. 037

.003

- . 015

- .010

+ .001

+. 020

+ - + .022

÷ . 034

+++-

- .022

+ .017

+ .015

+ .018

++++

+++ . 023

+++

÷ . 036

+++=

.044

.007

027

038

. 021

020 ++++

027

007

025

. 036

035

.022

039

.002

.014

- .009

+ .003

.008

+ .040

- .020

+ .019

+ .016

+ .021 + .010 + .028 + .040 + .024

+ .041 + .022 + .028 + .009 + .010

+ .025 + .028 - .026 + .038 + .036

+ .037+ .023+ .022+ .039- .001

- . 014

- .009

+ .005

.001

.043

Hayford anomalies for various depths of compensation arranged in groups according to topography-Continued.

a Not computed.

The mean value of the anomalies with regard to sign for the extreme depths for the coast stations is -0.002 for a depth of 42.6 km., and -0.009 for the depth of 184.6 km. The intermediate depths have values which fall between those two. This is an indication that at the coast the smallest depth is nearest the truth. These stations show a negative mean value for each depth which agrees with what are called the Hayford 1912 anomalies. (See p. 63.) This is as might be expected on account of the lighter material in the Cenozoic formation which is generally present along the coast. (See p. 76.)

The second table shows mean anomalies with regard to sign which are very close to zero. These are at stations in mountainous regions below the general level. The total range is only 0.003. There is no one depth which seems to be much more probable than any other.

The third table shows that the means with regard to sign for the anomalies at mountain stations above the general level have a total range of 0.027. They vary from +0.021 for depth

204

186

187

83 ...

108..... 185.....

139....

192. 61.

99..... Mean with regard to sign..... Mean without regard to sign.....

57.....

5....

193.....

188.....

100.....

118.....

107.....

76.....

72

218 a....



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FIG. 6.-GRAPHIC DETERMINATION OF THE MOST PROBABLE DEPTH OF COMPENSATION FROM UNITED STATES STATIONS EAST OF THE NINETY-EIGHTH MERIDIAN.



FIG. 7.—GRAPHIC DETERMINATION OF THE MOST PROBABLE DEPTH OF COMPENSATION FROM UNITED STATES STATIONS WEST OF THE NINETY-EIGHTH MERIDIAN.

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42.6 km. to -0.006 for depth 184.6 km. The evidence here is strongly in favor of the greater depths.

The stations near but not on the coast have means which are close to zero for each depth. The range is from +0.002 for the depth 42.6 km. to +0.001 for the depth 184.6 km.

The stations in the interior not in mountainous regions have mean anomalies which range from -0.003 for the depth 42.6 km. to +0.005 for the depth 184.6 km. The intermediate depths have means which in no case are more than 0.003 from zero. The evidence from these stations is slightly in favor of the intermediate depths.

It is highly improbable that there should be two depths in mountainous regions, one for the higher land and one for the valleys, although it is possible that there may be a different depth in the mountainous regions than in the flat portions of the country.

We must conclude, therefore, that a depth of 42.6 or 56.9 km. is very improbable in the mountainous regions, for the mean values with regard to sign for the stations above the general level are +0.021 and +0.016 for those two depths, respectively, while for the stations below the general level the means are 0.000 and 0.000. There seems to be no evident explanation for this difference, aside from the effect of the depth, as the stations in any one of the topographic groups do not fall largely in any one geologic formation, as do the coast stations.

The depth 184.6 km gives mean values of -0.006 for the high stations and -0.003 for the low ones. While these values agree quite closely, yet they differ an appreciable amount from the means of all of the 219 anomalies in the whole country.

The depth which seems to give the smallest mean values for the two groups is 127.9 km. The mean for the high stations in mountainous regions for this depth is +0.001 and for low stations it is -0.001.

The data given in the table on pages 107 to 110, which show the relation between the anomalies and the topography indicate that the depths 42.6 and 184.6 km. are not so near the truth as are intermediate values. They also seem to indicate that the value is probably over 100 km. It is realized by the author that this conclusion is contrary to that arrived at from the determination of the most probable depth from the 216 stations by the method of least squares (see p. 123), which is 60 km. when the flattening, 1/298.2, is held fixed, or 70.9 km. when the flattening also is determined by the solution. It is believed that the portion of the anomalies at coast stations due to the presence of the Cenozoic geologic formation with densities less than normal had a considerable part in making the depth from all the 216 stations as low as 60 km.

GRAPHIC DETERMINATION OF THE MOST PROBABLE DEPTH OF COMPENSATION.

According to the theory of probabilities the most probable depth of compensation is that one for which the sum of the squares of the residuals or anomalies is a minimum. The residuals are of course assumed to be due only to accidental errors, and hence are as apt to be positive as negative. The values in the table on pages 103-105, in the columns headed $g - (g_o + 12), g - (g_o + 11)$, etc., were used in obtaining the sum of the squares of the anomalies for each of the depths.

The sum of the squares is smaller for the smallest two depths of compensation than for the other depths given in the table. The equation of the curve which most nearly fits the sums of the squares for the different depths was derived and its minimum point comes at the depth of 57.1 km.

The sums of the squares for the several depths were also plotted on figure 5, and a curve was drawn through the several points. The lowest point on the curve falls between the depths 42.6 km. and 56.9 km., and the value of the depth at the lowest point is 55.5 km., with an uncertainty from plotting and scaling of about 4 km. This value is only 1.6 km. from the minimum point of the curve as found above from its equation.

A depth for the eastern half of the United States (east of the ninety-eighth meridian) was determined by plotting the sum of the squares on figure 6. The lowest point of the curve falls at a depth of 62 km. The uncertainty of the plotting and scaling is not more than about 4 km.

Likewise a depth was determined for the western half of the United States, as shown in figure 7. Here the minimum point on the curve falls at the depth 48 km., with an uncertainty from plotting and scaling of about 4 km.

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An analysis of the table giving the anomalies for the different topographic groups (see pp. 107 to 110) makes it apparent that the results at those stations near but not on the coast and at those in the interior which are not in mountainous regions above the general level, are not more strongly in favor of one depth than any other. This fact causes the influence of the mountain stations above the general level to be less than the plains stations in a determination of the most probable depth of compensation where all stations are involved. This is due to the fact that there are only 20 stations in mountainous regions above the general level, while there are 169 stations in the groups mentioned above.

As the mountain stations are more sensitive to a change in the depth of compensation, it was decided to determine graphically the most probable depth from those stations alone, 56 in number. The resulting curve for these stations is shown in figure 8. The plotted points are the sum of the squares of the residuals or anomalies. These are based on a value of gravity at the equator so derived from all stations in the United States as to make the mean anomaly for the United States zero. The depth determined from this curve is 104 km. which differs materially from the depths obtained from the other three curves (figs. 5, 6 and 7) which were between 48 and 62 km.

An analytical solution of the problem was also made. In this solution the mean flattening was held fixed as in the graphical determination, but the gravity at the equator was determined from the 56 stations themselves instead of from all the stations in the United States. The depth determined was 94.9 km., only 9 km. from the value obtained graphically in spite of the difference in methods and assumptions.

It is interesting that the depths obtained by Hayford from deflections of the vertical in several groups (Nos. 14, 8, 7, and 4) of stations in mountainous regions are 84, 66, 152, and 85 km. The value is 97 if a straight mean for the 4 groups is taken. This agrees well with the values determined analytically from gravity data for mountainous regions, which for the 56 stations is 94.9 km.

The sums of the squares of the anomalies, for the several depths, for the 20 stations in mountainous regions above the general level were plotted on figure 9 and the minimum point of the curve drawn through the plotted points gives the most probable depth as 124 km. This value is only 20 km. different from the most probable depth obtained graphically from the data for all mountain stations.

The values from the analytical determinations of the most probable depths of compensation from all of the stations in the United States, in the eastern half of this country, in the western half, and in the mountainous regions agree well with those from the graphic solutions discussed above. See pages 113 to 131 for the analytical determination of the depth of compensation, the flattening of the earth, and the theoretical value of gravity at the equator.

The stations not in the United States were not used to obtain the most probable depth of compensation, as the necessary data for them were not available.

The author is inclined to favor the depth of 94.9 km. as being nearer the truth than the lower depths, and besides it agrees more nearly with the depth as obtained from deflections of the vertical by Hayford.^a We may conclude that the most probable depth of the compensation as derived from the gravity data is 94.9 km.

It is believed that the value, 97 km., obtained by Hayford from deflections of the vertical in mountainous regions is nearer the truth for the average depth of compensation than his values 113.7 and 120 km. If the depth from gravity data and the depth 97 km. mentioned above are given equal weight the mean depth of compensation is 96 km. which the author believes is the best one available from all geodetic data.

This value, of course, must not be considered as having extreme accuracy, for no doubt a depth determined from much more gravity and deflection data would be different. The author believes that future determinations of the depth from more extensive data will fall between 80 and 130 km.

^a See Figure of the Earth and Isostasy from Measurements in the United States, and Supplementary Investigation in 1909 of the Figure of the Earth and Isostasy, J. F. Hayford, 1909.



FIG. 8.—GRAPHIC DETERMINATION OF THE MOST PROBABLE DEPTH OF COMPENSATION FROM 56 UNITED STATES STATIONS IN MOUNTAINOUS REGIONS.

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FIG. 9.—GRAPHIC DETERMINATION OF THE MOST PROBABLE DEPTH OF COMPENSATION FROM 20 UNITED STATES STATIONS IN MOUNTAINOUS REGIONS AND ABOVE THE GENERAL LEVEL.

INVESTIGATIONS OF GRAVITY AND ISOSTABY.

CONSTANTS FOR THE GRAVITY FORMULAS AND THE MOST PROBABLE DEPTHS OF COMPENSATION DERIVED BY ANALYTICAL METHODS FROM GRAVITY DATA.

The method of computing the factors by which the effect of topography and compensation was obtained for various depths of compensation, together with the computed effects of these changes of depth and the anomalies for the several depths are given on pages 97–106. The following analytical solution was made to determine the constants for the gravity formulas and to determine the most probable depths of compensation.

The formula for γ_0 , the theoretical gravity at sea level in geographic latitude φ , may be written in the form

$$\gamma_0 = \gamma_* (1 + B \sin^2 \phi - \frac{1}{4} B_4 \sin^2 2\phi) \tag{1}$$

 γ_{\bullet} is the gravity at the equator at sea level, B and B_4 are coefficients, the former determined from gravity observations, the latter found theoretically by Darwin and Wiechert from the assumption that the internal strata of the earth have the same form as if they were completely fluid. Their results, based on different laws of internal density, agree in giving $\frac{1}{4}$ $B_4 = 0.000007$, which will be used throughout the publication.

Helmert's determination of the constants gives for his formula of 1901 on the Potsdam system

 $\gamma_0 = 978.030 \ (1 + 0.005302 \ \sin^2 \varphi - 0.000007 \ \sin^2 2\varphi) \tag{2}$

If a value be assumed for the equatorial radius of the earth, the ellipticity or flattening of the earth, denoted by f, may be found from the formula,

$$f = \frac{5}{2}m - B - \left(\frac{10}{3}m^2 - \frac{17}{14}mB - \frac{B^2}{21} - \frac{2}{21}B_4\right)$$
(3)

In this formula B and B_4 are the same quantities as in formula (1) and m is the ratio of the centrifugal force of the earth's rotation at the equator to gravity at the equator, or $m = \frac{\omega^2 A}{\gamma_*} \cdot \omega$ is the angular velocity in radians, expressed in the time unit used in γ_0 . A is the equatorial radius of the earth expressed in the linear unit used in γ_0 . The simple formula $f = \frac{5}{2}m - B$ is known as Clairaut's equation. The above formula is derived from Helmert (Höhere Geodäsie, Vol. II, p. 83), and may be termed Clairaut's formula, extended to terms of the second order. The value of $f = \frac{1}{298.3}$ was originally given by Helmert as derived from his formula of 1901. This is based on Bessel's equatorial radius of the earth. A larger value of this quantity such as best represents modern observations gives $f = \frac{1}{298.2}$. The value of A used in deriving the values from the gravity observations treated in this work is 6378388 meters, from Hayford's "Supplementary Investigation in 1909 of the Figure of the Earth and Isostasy," page 60.

Equation (1) may be transformed into a shape somewhat more convenient for the purpose in hand, namely,

$$\gamma_o = G - b \cos 2\phi + d \cos^2 2\phi \tag{4a}$$

The significance of the constants of the new form and the relations between them and those of the old are,

G = gravity at latitude
$$45^\circ = \gamma_{\epsilon} \left(1 + \frac{B}{2} - \frac{B_4}{4}\right)$$

 $2b = \text{polar gravity minus equatorial gravity} = \gamma_0 B$

 $d = \frac{1}{4} \gamma_e B_4$, which to the degree of accuracy involved in the theoretical developments for B_4 may, like B_4 , be considered as constant.

Also
$$\gamma_{\epsilon} = G - b + d$$
 (4b)

And
$$B = \frac{20}{G - b + d}$$
(4c)

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Let the subscript zero affixed to G, B, and b denote those numerical values corresponding to Helmert's formula of 1901, also $G = G_o + x$ and $b = b_o + y$ signify the values determined from the observations; x is the correction to gravity at latitude 45°, y is half the correction to the quantity, polar gravity minus equatorial gravity.

Then,

$$G_o = 980.61591$$
 dynes and $b_o = 2.59276$ dynes

With these Helmert values, equation (4) becomes

$$\gamma_{\alpha} = 980.61591 - 2.59276 \cos 2 \phi + 0.00685 \cos^2 2 \phi \tag{5}$$

or with the corrections applied

$$\gamma_a = 980.61591 + x - (2.59276 + y) \cos 2\phi + 0.00685 \cos^2 2\phi \tag{6a}$$

Let g be the observed value of gravity and g_c' the value of gravity computed from (2) or its equivalent (5), including corrections for elevation, topography, and compensation for a fixed depth.

Let $n'=g-g_{e'}$ the gravity anomaly corresponding to formula (2) or (5). The value of gravity computed from the corrected formula is $g_{e'}+x-y\cos 2\phi$

An observation of the general form is

Observed value minus computed value = residual (v) whence

or

 $g - (g_{c}' + x - y \cos 2 \phi) = v \\ x - y \cos 2 \phi - n' = -v$ (6b)

This is the form of an observation equation for a particular gravity station if the depth of compensation be considered fixed.

If the assumed depth (t) be considered subject to a correction (z), then n' depends on z. To put the equation in linear form, let c be the rate of change with regard to depth of the total correction for topography and compensation of the station in question or $c = \frac{\partial g_c}{\partial t}$ since it is only through this correction for topography and compensation that g_c is affected by a change in t. Then if g_c be the computed gravity at a depth t+z sufficiently near to the assumed depth t

$$g_c = g_c' + cz$$

and replacing g_c' in (6b) by this value of g_c there results

$$x - y \cos 2\phi + cz - n' = -v \tag{7}$$

which is the form of observation equation when a corrected depth of compensation is to be determined.

These observation equations are shown in the following table. Further explanations follow immediately after the table.

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

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	Double Coefficient of-						Constan	nt term for	solution n	umber		
Station number	latitude 2ø	I	Ŧ	ž	1	2	8	4	5	6	7	8
17 Jn	37 47.5	+1	-0.790									-6.3
5 In 4	41 51.7	+1+1	745	•••••	• • • • • • • • • • •	*****				* * * * * * * * * * * * *		-2.7
39 In a	42 00.0 42 27.9 42 36.7 42 43.0 42 56.3 43 39.0 43 48.3	+++++++++++++++++++++++++++++++++++++++	743 738 736 735 732 724 724					· · · · · · · · · · · · · · · · · · ·				$\begin{array}{r} -2.0 \\ + .2 \\ -3.2 \\ + .3 \\ -3.1 \\ -4.7 \\ -3.9 \end{array}$
13 In a	44 07.8 44 11.0 44 23.0 44 26.7 44 47.3 45 06.3 45 30.0 45 33.4	+1	718 717 715 714 710 706 701 700									$ \begin{array}{r} -1.4 \\ -3.7 \\ -2.4 \\5 \\ +1.9 \\ +1.4 \\ -2.1 \\9 \\ \end{array} $
43 In a	46 17.8 46 22.0 46 31.9 46 46.2 47 03.2 47 39.8 47 40.8 47 43.6	+++++++++++++++++++++++++++++++++++++++	691 690 688 685 681 673 673 673									$ \begin{array}{r} -3.1 \\ +1.0 \\ -2.2 \\ -3.1 \\ -3.0 \\4 \\8 \\ -1.1 \end{array} $
19 In a	48 04, 2 48 14, 4 48 21, 4 48 25, 3 48 31, 3 49 03, 9 49 07, 2 49 17, 6 49 23, 0 49 35, 4 49 54, 7	+11111111111111111111111111111111111111	668 666 664 664 662 655 654 654 651 648 644	+0.75	-2.6	-1.3	-4.8	-2.6		-1.3		$\begin{array}{r} -2.5 \\ -4.0 \\ -2.6 \\ + .3 \\5 \\5 \\2 \\ -1.3 \\ -2.0 \\ + .1 \\3 \\ -2.9 \end{array}$
52 In s	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +	642 635 633 631 631 631 630 627 627	+ .70	+1.5	+2.8		+1.5		+2.8		$\begin{array}{r} -3.9 \\ + .5 \\ +2.5 \\ -2.9 \\ -1.5 \\ +2.8 \\ +1.4 \end{array}$
8	52 09.4 52 14.2 52 27.9 52 35.5 53 02.5 53 23.6 53 24.0 53 25.6 53 29.9 53 52.4	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1	614 612 609 505 596 596 596 596 595 590	+ .37	-4.1 -3.8 -2.8	-3.5 	-5.0	-4.1 		-3.5 		$ \begin{array}{r} -3.5 \\ +4.2 \\ +5.7 \\ +5.7 \\ +2.0 \\ +3.9 \\ +.2.6 \\ +1.8 \\ \end{array} $
95 Ins	54 12.2 54 20.7 54 56.8 55 00.4 55 01.0 55 13.7 55 47.1	+1 +1 +1 +1 +1 +1 +1 +1	585 583 574 573 573 570 562	+ .53 00	1 +1.2	+9 +1.2	-1.4 + .9	1	+1.2		+1.2	$ \begin{array}{r} -5.4 \\ -1.7 \\ -1.5 \\ +.9 \\ +1.2 \\ -1.1 \\ +.6 \\ \end{array} $
51 In a	56 28.6 56 33.1 57 06.1 57 13.4 57 37.2	+1 +1 +1 +1 +1 +1	552 551 643 541 536	+ .56 + .45	-1.8 3	7 + .6		-1.8 3	• • • • • • • • • • • • •	7 + .0		+1.9 -3.8 5 7 + .6
161 7 44 In 100 In 6 93 In 6 5.	58 16.6 58 34.4 59 01.8 59 05.5 59 05.0 59 27.0 59 44.7 50 54 0	+1+1++1++1++1	526 521 515 514 508 504	+ .41 + .20 + .39	+ .5 2	+1.3 + .1 8	8 6 -2.3	+ .5 2		+1.8 + .1 8		+1.3 + .1 + .7 +5.8 8 +4.4

Observation equations for obtaining corrections to the coefficients of the gravity formula and to the depth of compensation.

a This station is used only with near-by stations to give a single observation equation. See table of groups on p. 119.

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Observation equations for obtaining corrections to the coefficients of the gravity formula and to the depth of compensation-Con.

	Double		Coefficient	of	-		Constan	t term for	solution nu	umber	-	
Station number	latituda 2ø	z	y	2	L	2	8	4	5	6	7	В
62	 ' ' ' 00 02.6 00 24.5 00 33.0 00 34.4 00 39.0 60 43.0 60 48.4 80 49.0 60 49.4 60 49.0 49.0<td>+11 +</td><td>0. 499 494 492 491 490 489 488 488 488 488 480 480 480 475</td><td>+0.39 + .11 + .11 + .85 + .31 + .41 + .28</td><td>-4.6 -22 .0 -4.5 -1 -2.6 +3.1</td><td>-3.9 .0 +.2 -2.9 +.6 </td><td>-5.2 + .3 + .3 -6.2 8 -3.5 +1.8</td><td>-0.2 .0 1 -2.6 +3.1</td><td>-4.6</td><td>0.0 + .2 + .6 -1.8 +3.6</td><td>-3.9</td><td>-3.9 -3.9 -2.9 -2.2 -2.2 +3.0 -1.8 +3.0</td>	+11 +	0. 499 494 492 491 490 489 488 488 488 488 480 480 480 475	+0.39 + .11 + .11 + .85 + .31 + .41 + .28	-4.6 -22 .0 -4.5 -1 -2.6 +3.1	-3.9 .0 +.2 -2.9 +.6 	-5.2 + .3 + .3 -6.2 8 -3.5 +1.8	-0.2 .0 1 -2.6 +3.1	-4.6	0.0 + .2 + .6 -1.8 +3.6	-3.9	-3.9 -3.9 -2.9 -2.2 -2.2 +3.0 -1.8 +3.0
144	62 37.2 62 42.6 63 03.2 63 08.6 63 12.4 63 23.0 63 32.6 .63 38.8	+1 +11 +11 +11 +11 +11 +11	$\begin{array}{r}460 \\458 \\458 \\452 \\451 \\448 \\446 \\444 \end{array}$	+ .17 + .67 + .33 + .03 + .30 + .19 + .29	$ \begin{array}{r}5 \\ +2.9 \\ -1.6 \\ +.3 \\ -2.7 \\ -2.0 \\2 \\ \end{array} $	$ \begin{array}{r}2 \\ +4.2 \\ -1.0 \\ + .4 \\ -2.2 \\ -1.5 \\ + .3 \end{array} $	$ \begin{array}{r} -1.1 \\ + .4 \\ -2.1 \\4 \\ -3.3 \\ -1.6 \\ -1.3 \end{array} $	5	+2.9	$ \begin{array}{c}2 \\ -1.0 \\ + .4 \\ -2.2 \\ + .3 \end{array} $	+4.2	 +4 -4. -1. + . -2. -1. + .
6 61 165 65 17 162 <i>a</i>	64 56.0 64 56.8 65 17.0 65 26.6 65 34.4 65 39.6	+1 +1 +1 +1 +1 +1 +1	$ \begin{array}{r}424 \\423 \\418 \\416 \\414 \\412 \end{array} $	$\begin{array}{r} + .12 \\ + .26 \\ + .45 \\13 \\ + .38 \\ + .25 \end{array}$	$\begin{array}{r} -2.7 \\ +1.7 \\ +.9 \\ -1.6 \\ +.5 \\ -3.2 \end{array}$	$-2.4 \\ +2.1 \\ +1.8 \\ -1.7 \\ +1.3 \\ -2.7$	$ \begin{array}{r} -8.2 \\ +1.2 \\ + .1 \\7 \\3 \\ -3.4 \\ \end{array} $	-2.7 + .9 + .5 -3.2	+1.7	$ \begin{array}{r} -2.4 \\ +1.8 \\ +1.3 \\ -2.7 \end{array} $	+2.1	-2. +2. +1. -1. +1. -2.
94	66 15.2 66 51.0 67 01.6 67 30.0 67 30.6 67 46.8 67 49.6	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +		$\begin{array}{c} + .06 \\06 \\ + .31 \\ + .07 \\ + .24 \\ + .07 \\ + .19 \\ + .13 \end{array}$	+ .7 -1.9 +1.9 +1.0 -1.4 +3.8 -2.7	+ .9 -1.9 +2.5 + .4 +1.5 -1.3 +4.2 -2.3	+ .1 -2.0 +1.4 1 + .1 + .1 -1.2 +4.2 -3.5	$\begin{array}{r} + .7 \\ -1.9 \\ +1.9 \\ + .2 \\ +1.0 \\ -1.4 \end{array}$	+3.8	$\begin{array}{r} + .9 \\ -1.9 \\ +2.5 \\ + .4 \\ +1.5 \\ -1.3 \\ -2.3 \end{array}$	+4.2	+ +2.4 +1.4 +1.4 +1.4 +1.4 +1.4 +4.2 -2.3
149	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1	$\begin{array}{c c} - & .367 \\ - & .362 \\ - & .358 \\ - & .356 \\ - & .352 \\ - & .351 \\ - & .351 \\ - & .350 \\ - & .344 \end{array}$	$\begin{array}{c} + .55 \\ + .31 \\ + .07 \\ + .16 \\ + .28 \\ + .28 \\ + .85 \\ + .27 \\06 \\02 \end{array}$	+1.3 + .2 -2.8 +4.1 -1.6 -3 +1.0 -3.7 +1.8	+2.3 + .8 -2.6 +4.4 -1.0 +1.3 +1.5 -3.8 +1.9	- 3.0 - 3.0 + 2.3 - 2.3 - 2.3 + 1.2 + 1.2 + 1.8	$ \begin{array}{r} +1.3 \\ -2.8 \\ +4.1 \\ -1.6 \\3 \\ +1.0 \\ -3.7 \\ +1.8 \end{array} $	+ .2	$ \begin{array}{r} +2.3 \\ -2.6 \\ +4.4 \\ -10 \\ +1.3 \\ +1.5 \\ -3.8 \\ +1.9 \\ \end{array} $	+ .8	+2.3 +.3 +.2 +4.4 -1.0 +1.1 +1.1 +1.1 +1.1
168	70 17.6 70 18.8 70 25.6 70 27.6 70 46.6 71 03.6 71 11.8 71 13.4 71 13.6 71 55.4	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1	337 337 335 334 329 322 322 322 322 322 322 322 322 322 322 310	$\begin{array}{c} + .08 \\ + .37 \\ + .19 \\ + .29 \\05 \\ + .76 \\ + .82 \\ + .89 \\ + .06 \\ + .44 \\ + .25 \end{array}$	$\begin{array}{r} -2.2 \\ +.9 \\ -4.4 \\ -4.0 \\ +.8 \\ -1.0 \\ -2.7 \\ -2.0 \\ -3.8 \\ +.1 \\ +.8 \end{array}$	$\begin{array}{r} -2.1 \\ +1.5 \\ -4.0 \\ -3.3 \\ +.5 \\ -1.1 \\3.4 \\ +1.0 \\ +1.3 \end{array}$	$\begin{array}{r} -2.3\\ +1.3\\ -4.7\\ -4.8\\ +1.5\\ -2.8\\ -2.8\\ -2.40\\ -2.9\\ +1.4\end{array}$	$ \begin{array}{r} -2.2 \\ +.9 \\ -4.0 \\ +.8 \\ -2.0 \\ -3.8 \\ +.1 \\ +.8 \\ \end{array} $	-4.4 -1.0 -2.7	$ \begin{array}{r} -2.1 \\ +1.5 \\ -3.3 \\ +.8 \\ \hline3 \\ -3.4 \\ +1.0 \\ +1.3 \\ \end{array} $	-4.0 +.5 -1.1	-22 +1. -4(-3. +. +. -1. -3. +1. +1.
91	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} +1 \\ +1 \\ +1 \\ +1 \\ +1 \\ +1 \\ +1 \\ +1 $	309 307 306 306 306 304 295 295 295 289 289 289 289 289 286 281 280	$\begin{array}{c} + .23 \\ + .73 \\ + .56 \\ + .43 \\ + 1.15 \\ + 1.10 \\ + .41 \\ + .11 \\ + .58 \\10 \\ + .30 \\ + .61 \\ + .12 \end{array}$	$\begin{array}{r} -4.9\\ -2.3\\ -1.0\\ +2.3\\ -3.31\\ +5.6\\ -2.3\\ -2.4\\8\\ -2.7\\ +2.8\\ -1.7\end{array}$	$\begin{array}{r} -4.4 \\ -3.9 \\ +3.0 \\ -1.21 \\ -4.81 \\ -2.1 \\ +.9 \\ -2.1 \\ +.9 \\ +4.0 \\ -1.4 \end{array}$	$\begin{array}{r} -5.8 \\ -4.3 \\ +9.88 \\ +1.42 \\ -3.22 \\ -6.39 \\ -1.06 \\ +1.06 \\ +1.06 \\ +1.05 \\ +2.0 \end{array}$	$ \begin{array}{r} -4.9 \\ +2.3 \\ -3.3 \\ +.1 \\ -5.6 \\ -2.3 \\2 \\8 \\ -2.7 \\ +2.8 \\ -1.7 \\ \end{array} $	-2.3 -1.0 +.6	$ \begin{array}{c} -4.4 \\ +3.0 \\ -1.2 \\ +2.1 \\ -4.8 \\ -2.1 \\ +.7 \\9 \\ -2.1 \\ +4.0 \\ -1.4 \\ \end{array} $	9 +-3	-4. +3. +2. +4. -2. +. -2. +4. +4. +4.
140	74 10.8 74 40.8 75 04.4 75 17.8 75 21.2 75 22.2 75 24.4 75 34.4 75 35.0 76 38.2 75 88.2	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1	$\begin{array}{c} - & .273 \\ - & .264 \\ - & .258 \\ - & .254 \\ - & .253 \\ - & .253 \\ - & .252 \\ - & .249 \\ - & .249 \\ - & .249 \\ - & .248 \end{array}$	$\begin{array}{r} + .12 \\ + 1.15 \\ + .22 \\ + .30 \\ + .223 \\ + .423 \\ + .42 \\ + .89 \\ + .59 \end{array}$	$\begin{array}{c} -2.6 \\ -2.5 \\ -1.6 \\ +1.5 \\ +2.3 \\ -1.0 \\ +1.8 \\ -1.0 \\ +1.6 \\ -1.1 \\ +1.6 \\ \end{array}$	$ \begin{array}{r} -2.4 \\ -1.5 \\ -1.1 \\ +2.2 \\ +1.6 \\ +1.5 \\ +2.6 \\ +2.6 \\ \end{array} $	$ \begin{array}{r} -2.5 \\ -12.5 \\ -2.1 \\ +1.0 \\ +2.0 \\ +3.1 \\ -2.2 \\ +1.1 \\ -8.0 \\ +2.9 \\ \end{array} $	$ \begin{array}{c} -2.6 \\ -1.6 \\ +1.5 \\ +1.1 \\ -2.3 \\ +.8 \\ +1.6 \\ +1$	-2.5	$ \begin{array}{c} -2.4 \\ -1.1 \\ +2.2 \\ +1.6 \\ -1.9 \\ +1.6 \\ +2.6 \\ +2.6 \\ \end{array} $	5 + .5 +1.5	-22 -11 +22 +11 +11 +11 +11 +12

a This station is used only with near-by stations to give a single observation equation. See table of groups on p. 119.

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

Observation equations for obtaining corrections to the coefficients of the gravity formula and to the depth of compensation-Con.

Ganalise	Double		Coefficient	t of-	Constant term for se				solution r	umber-		
Station number	latitude 2¢	r	y	2	1	2	3	4	5	6	7	8
19	$\begin{array}{c} \bullet & , \\ 76 & 04.0 \\ 76 & 36.2 \\ 16 & 41.8 \\ 77 & 05.2 \\ 77 & 16.0 \\ 77 & 27.4 \\ 77 & 35.4 \\ 77 & 35.4 \\ 77 & 40.6 \\ 77 & 40.4 \\ 77 & 46.4 \\ 77 & 46.4 \\ 77 & 49.4 \\ 77 & 52.6 \\ 77 & 58.8 \\ \end{array}$	+11 +11	-0. 241 232 220 222 2223 2223 2220 217 215 213 213 212 212 212 212 212 212 212 212 212 212 213 212 213 212 213 212 213 212 213 212 213 212 213 212 213 212 213 212 213 212 213 212 212 212 213 212 213 213 213 213 213 212 210 208	$\begin{array}{r} +0.18 \\ +.20 \\ +.03 \\03 \\02 \\ +.21 \\ +.30 \\ +.13 \\ +.13 \\ +.13 \\ +.25 \\ +.13 \\34 \end{array}$	$\begin{array}{r} +0.1 \\ -1.7 \\ +1.4 \\ -4.8 \\ -2.2 \\ -4.8 \\ -2.6 \\ -5.7 \\ -1.4 \\ -4.8 \\ -5.0 \\ -5.0 \\2 \\ -4.9 \\ -4.8 \\ -1.6 \\ \end{array}$	$\begin{array}{r} +0.5 \\ -1.3 \\ +1.6 \\ \hline \\ -2.8 \\ -2.2 \\ -4.4 \\ -2.1 \\ -2.9 \\1 \\ -4.5 \\ -4.7 \\ +.4 \\ -4.5 \\ +1.3 \end{array}$	$\begin{array}{r} + 0.3 \\ - 1.7 \\ + 2.6 \\ \hline - 2.7 \\4 \\ - 1.6 \\ - 5.5 \\ - 2.8 \\ - 21.6 \\ + .6 \\ - 4.9 \\ - 5.0 \\ + .5.6 \\ \end{array}$	$ \begin{array}{r} +0.1 \\ -1.7 \\ +1.4 \\ \hline \\ -3.3 \\ -4.8 \\ -2.6 \\ \hline \\ -4.8 \\ -5.0 \\ \hline \\ -4.9 \\ \end{array} $	4.8 2.2 5.7 -1.4 2 +1.6	$ \begin{array}{c} +0.5 \\ -1.3 \\ +1.6 \\ -3.3 \\ -4.4 \\ -2.1 \\ -4.5 \\ -4.5 \\ -4.5 \\ \end{array} $	-2.8 -2.2 -2.9 1 +.4 +1.3	$\begin{array}{r} +0.53\\ -1.33\\ +1.66\\ +6.68\\ -2.83\\ -2.22\\ -2.44\\ -2.11\\ -2.9\\ -4.5\\ -4.7\\ +.4\\ -4.5\\ +1.3\end{array}$
46	78 06.4 78 09.8 78 11.6 78 12.6 78 16.6 78 29.8 78 32.0 78 32.0 78 35.6 78 39.2 78 50.0 78 57.4 79 31.8 79 31.4 79 31.4 79 31.4 79 35.4 79 54.2 779 55.6		$\begin{array}{c}206\\205\\204\\203\\202\\202\\199\\199\\199\\198\\197\\195\\185\\185\\185\\181\\179\\175\\ \end{array}$	$\begin{array}{r}06\\ +23\\65\\ +23\\ +23\\ +23\\ +23\\ +23\\ +23\\ +23\\ +23\\01\\ +27\\ +07\\ +17\\ +03\\ +1.00\\ +19\\ +12\end{array}$	$\begin{array}{c} -3.4\\ -5.9\\ +.8\\ -4.7\\ +.8\\ +4.8\\ -4.7\\ +.9\\ +.8\\ +1.3\\1.2\\ +.7\\ -3.5\\ +.6\\ -11.2\\ +.6\\ -11.2\\ +.6\\ -1.2\\ +.6\\ -1.2\\ +.6\\ -1.2\\ +.6\\ +.1\\ +.6\\ -1.2\\ +.6\\ +.6\\ +.6\\ +.6\\ +.6\\ +.6\\ +.6\\ +.6$	$\begin{array}{c} -3.2\\ -5.4\\ +1.1\\ +1.2\\ +1.1\\ +2.0\\ +1.5\\ +1.5\\ +1.5\\ +1.5\\ +1.4\\ +2.0\\ +1.2\\$	$\begin{array}{c} + 1.9 \\ + 0.7 \\ - 9.9 \\ + .99 \\ + .99 \\ - 1.17 \\ + 2.23 \\ - 3.78 \\ - 3.89 \\ - 3.55 \\ + 2.33 \\ - 1.23 \\ - 3.69 \\ - 3.89 \\ -$	$\begin{array}{c} -5.9 \\ + .8 \\ -4.7 \\ + .9 \\5 \\ +1.3 \\2 \\2 \\ +3.5 \\2 \\ +3.5 \\1 \\ - 3.5 \\ - 1.2 \\ + .7 \\ - 3.5 \\ + .1 \end{array}$	-3.4 	$\begin{array}{c} -5.4 \\ + .8 \\ -4.2 \\ +1.1 \\ + .2 \\ +1.6 \\ + .3 \\ -1.8 \\ + .1 \\ +4.1 \\ \hline9 \\9 \\3.0 \\ + .4 \end{array}$	-3.2 +1.3 +2.0 + .8 -1.2	$\begin{array}{c} -3.2\\ -5.4\\ +.8\\ -4.2\\ +1.1\\ +.2.5\\ +1.3\\ +1.6\\ +.3\\ +2.0\\ +1.8\\ +.3\\ +2.0\\ +1.8\\ -1.8\\ -1.8\\ -3.0\\ +.4\end{array}$
207 a	30 08.0 80 32.0 90 42.0 80 54.8 81 28.0 81 20.2 81 32.2 81 35.8 81 37.0 81 35.8 81 52.0 81 56.8	+1 +1 +1 +1 +1 +1 +1 +1	171 164 162 158 148 148 148 146 146 141 140	+ .20 + .22 + .19 + .22 + .23 + .23 + .06 + .30 + .24 + .13	+1.6 +1.6 +1.1 -3.8 -2.1 +.6 -3.6 -3.6 +.5	$\begin{array}{r} +2.1 \\ +2.1 \\ +1.1 \\ +1.5 \\ -3.2 \\ 0 \\ -1.8 \\ +1.3 \\ -3.0 \\ +1.4 \\ +.1 \end{array}$	+2.4 +1.9 -1.5 -+1.5 -+2.3 +-3 -+2.3 +-3 	$ \begin{array}{r} +1.6 \\ +1.6 \\ +.6 \\ +.1.1 \\ -3.8 \\2 \\ +.6 \\ -3.6 \\ +.5 \end{array} $	-2.1	$\begin{array}{r} +2.1 \\ +2.1 \\ +1.1 \\ +1.5 \\ -3.2 \\ .0 \\ \\ +1.3 \\ -3.0 \\ +1.4 \end{array}$	1.8 + .1	$\begin{array}{r} +2.1 \\ +2.1 \\ +1.1 \\ +1.5 \\ -3.2 \\ 0 \\ -1.8 \\ +1.3 \\ -3.0 \\ +1.4 \\ +.1 \end{array}$
120	82 12.8 82 14.8 82 36.6 82 44.8 83 00.8 83 10.2 83 12.4 83 21.4 83 24.8 83 47.0	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +	$\begin{array}{c} - & .135 \\ - & .135 \\ - & .129 \\ - & .126 \\ - & .122 \\ - & .119 \\ - & .117 \\ - & .116 \\ - & .112 \\ - & .108 \end{array}$	$\begin{array}{r} + .14 \\ + .09 \\ +1.15 \\ + .40 \\ + .08 \\ + .44 \\ + .12 \\ + .50 \\10 \end{array}$	$\begin{array}{r}2 \\5 \\ - 2.1 \\ + 1.6 \\7 \\ - 3.1 \\ - 2.2 \\4 \\1 \end{array}$	$\begin{array}{r} & & & & & & \\ & & & & & & & \\ & & & & $	+ .3 4 - 1.3 + 2.2 - 2.0 - 3.0 - 1.8 8	2 +1.6 7 -2.2 4 1		$ \begin{array}{r} .0 \\ +2.5 \\5 \\1 \\ +.6 \\1 \\ \end{array} $		$\begin{array}{r} .0 \\ -2 \\ +2 \\ +2.5 \\ -2.1 \\ -1.9 \\ +.6 \\1 \\ -5.9 \end{array}$
133 a	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1	102 095 095 093 092 091 089 087 082 087 082 087 082 076 074 071	$\begin{array}{r} + .44 \\ + .07 \\11 \\ + .28 \\ + .33 \\03 \\ + .21 \\03 \\ + .34 \\ + .34 \\ + .06 \end{array}$	$\begin{array}{r} +1.3 \\ +1.7 \\ -4.6 \\ +.4 \\ -1.9 \\ -2.0 \\ -1.0 \\ +1.0 \\ +3.1 \\ -3.8 \\ -3.0 \\ -1.2 \\ \end{array}$	$\begin{array}{r} +2.2 \\ +1.9 \\ -4.4 \\ +1.2 \\ -2.0 \\ -1.3 \\ -1.3 \\ -1.0 \\ +1.5 \\ -2.3 \\ +3.8 \\ -2.7 \\ -2.6 \\ -1.0 \end{array}$	$\begin{array}{r} + 1.8 \\ + 2.8 \\ - 2.0 \\ - 2.0 \\ - 2.3 \\ - 1.5 \\ + 1.0 \\ + 2.5 \\ + 4.1 \\ + 3.0 \\ - 1.3 \end{array}$	$ \begin{array}{r} +1.3 \\ +1.7 \\ +.4 \\ \hline \\ -1.9 \\ -2.0 \\ -1.0 \\ +1.0 \\ -2.3 \\ +3.1 \\ \hline \\ -1.2 \\ \end{array} $	4.5 3.5 3.0	+2.2 +1.9 +1.2 -2.0 -1.3 -1.3 -1.3 -1.0 +1.5 -2.3 +3.5	-4.4 -2.7 -2.6	$\begin{array}{r} +2.2 \\ +1.9 \\ -4.4 \\ +1.2 \\ -2.0 \\ -1.3 \\ -1.3 \\ -1.5 \\ +3.5 \\ -2.7 \\ -2.6 \\ -1.0 \end{array}$
131	86 05.4 86 09.2 86 17.1 86 33.6 86 36.4 86 36.4 86 36.4 87 14.4 87 23.6 87 40.2 87 40.4 87 45.4 87 55.6 87 56.6	+1 +1 +1 +1 +1 +1 +1 +1	068 067 065 060 059 059 051 048 045 044 041 039 039 039	+ .35 + .08 + .17 + .07 10 + .14 34 07	$ \begin{array}{r} +1.0 \\8 \\ +1.5 \\ -6.4 \\ +.8 \\ +2.7 \\ -1.2 \\7 \\ \\ +1.4 \\ +1.4 \\ 1.5 \end{array} $	$\begin{array}{r} +1.6 \\ -3.4 \\ +.4 \\ +1.8 \\ -6.2 \\ +.2 \\ +.3 \\ -1.6 \\9 \\ \hline \\ -1.9 \\ +2.6 \\ +1.7 \\ 1.4 \\ \end{array}$	$\begin{array}{r} + 2.3 \\6 \\ + .1 \\ - 5.0 \\ + .4 \\ + 2.6 \\3 \\3 \\ - 3.3 \\ + 3.0 \\ + 1.6 \end{array}$	+1.0 5 +1.5 +.3 +2.7 +1.4 +1.4	-6.4 -1.2 7	+1.6 3 +.4 +1.8 +.2 +3.1 -1.9 +2.6 +1.7 -1.4	-6.2 -1.6 9	+1.6 $+1.6$ $+1.8$ $+6.2$ $+3.16$ -6.8 $+1.6$ $+1.6$ $+1.6$ $+1.7$

a This station is used only with near-by stations to give a single observation equation. See table of groups on p. 119. b Station 134 enters by itself only in solutions 1 and 4; as a part of group 6 C, p. 120, in solutions 2, 3, 6, and 8. c Station 132 enters solutions 1 and 4; as a part of group 5 C, p. 120, in solutions 2, 3, 6, and 8. d Station 132 enters solutions 1 and 4 as a part of group 3; solutions 2, 3, 6, and 8 as a part of group 4 C, p. 120.

	Double		Coefficient	of			Constan	it term for	solution n	umber—		
Station number	latituda 2¢	x	y	z	1	2	1	4	5	6	7	8
$\begin{array}{c} 181. \\ 201 a \\ 128. \\ 3 C a \\ 202. \\ 86 a \\ 196. \\ 75 a \\ 118. \\ 106. \\ 75 a \\ 118. \\ 129. \\ 22 \\ 40 \\ 129. \\ 22 \\ 40 \\ 129. \\ 22 \\ 100 \\ 129.$	$\begin{array}{c} \circ & \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$	+++++++++++++++++++++++++++++++++++++++	$\begin{array}{c} -0.033\\ -0.032\\ -0.032\\ -0.026\\ -0.025\\ -0.025\\ -0.025\\ -0.025\\ -0.025\\ -0.025\\ -0.025\\ -0.025\\ -0.018\\ -0.018\\ -0.018\\ -0.018\\ -0.018\\ -0.018\\ -0.01\\ -0.009\\ -0.009\\ -0.009\\ -0.009\\ -0.009\\ -0.001\\ $	$\begin{array}{r} +0.02\\17\\ +.27\\ +.19\\ +.72\\ +.08\\ +.73\\19\\ +.12\\ +.95\\ +.07\\ +1.21\\ +.1.65\\ +.07\\ +.1.21\\ +.08\\07\\ +.01\\02\\ +.08\\07\\ \end{array}$	$\begin{array}{c} -2.5 \\ -3.6 \\ + .2 \\ -2.7 \\ -4.5 \\ -7.3 \\ -1.9 \\ + .2 \\ -7.3 \\ -1.9 \\ -2.6 \\ -3.1 \\ -2.9 \\ -4.5 \\ -3.1 \\ -2.9 \\ -4.5 \\ +1.7 \\ -4.5 \\ +4.1 \\ -6.7 \\ \end{array}$	$\begin{array}{c} -2.3\\ -3.8\\ +.7\\ +.4\\ -2.2\\ +.6\\ -2.2\\ +3.4\\ -6.0\\ -2.2\\ +3.4\\ -6.0\\ -2.2\\ +3.4\\ -6.0\\ -2.2\\ -2.9\\ -4.0\\ -2.9\\ -4.0\\ +1.7\\ -2.5\\ -2.9\\ -4.0\\ -4.9\\ +1.7\\ -2.5\\ -6.7\end{array}$	$\begin{array}{c} -1.7\\ -2.5\\ -3.4\\ -3.4\\ -3.4\\ -4.6\\ -10.4\\ +2.9\\ +2.3\\ -2.5\\ +3.5\\ -2.5\\ +1.3\\ -4.4\\ -6.0\\ -1.1\\ -9.9\\ +3.6\\ -6.2\\ \end{array}$	$\begin{array}{c} -2.5 \\ + .2 \\ -2.7 \\ -4.6 \\ + 8.2 \\ -3.1 \\ -3.1 \\ -3.1 \\ -1.0 \\ -8 \\ +1.7 \\ -2.6 \\ +4.1 \\ -6.7 \\ \end{array}$	3.6 8.4 7.3 -1.9 2.6 2.9 4.9 4.5	$\begin{array}{r} -2.3 \\ + .7 \\ + .4 \\ -1.4 \\ -4.4 \\ +8.4 \\ +1.0 \\ -2.9 \\ +2.1 \\9 \\9 \\9 \\ +2.1 \\6 \\9 \\ +2.1 \\6 \\9 \\$	3.8 2.9 6.0 2.2 7 7 7 6 2.9 4.0	$\begin{array}{c} -2.3\\ -8.3\\ +8.7\\ +.4\\ -2.9\\ -1.4\\ -4.6\\ 0\\ -2.2\\ +3.4\\ -4.7\\ +1.7\\ -2.9\\ -2.9\\ -2.9\\ -2.9\\ -2.9\\ -2.9\\ -2.9\\ -2.9\\ -2.9\\ -2.5\\ -2.5\\ -6.7\end{array}$
187 a	90 02.6 90 07.6 90 90.9 90 22.4 90 32.1 90 42.8 90 42.8 90 45.0 91 45.0 91 04.8 91 05.2 91 83.1 91 45.0 91 52.6 91 52.6 91 58.0 91 59.0 91 59.2	+++++++++++++++++++++++++++++++++++++++	$\begin{array}{c} + & .001 \\ + & .002 \\ + & .003 \\ + & .007 \\ + & .007 \\ + & .011 \\ + & .014 \\ + & .014 \\ + & .014 \\ + & .014 \\ + & .016 \\ + & .019 \\ + & .019 \\ + & .019 \\ + & .010 \\ + & .011 \\ + & .016 \\ + & .011 \\ + & .016 \\ + & .011 \\ + & $	$\begin{array}{c} + .08 \\ + .07 \\ + .07 \\ + .02 \\ + .22 \\ \hline \\08 \\ \hline \\08 \\ \hline \\09 \\ + .12 \\ + .27 \\ + .05 \\ \hline \\23 \\ \hline \end{array}$	-2.4 +.9 -1.5 4 +2.0 -1.9 +3.8 -3.7 +1.8	$\begin{array}{c} -2.3 \\ +1.2 \\ -1.4 \\ -0 \\ -1.4 \\ +1.9 \\ -2.0 \\ +1.0 \\ -2.0 \\ +4.1 \\ -2.0 \\ +4.1 \\ -3.2 \\ +1.9 \\ -1.9$	$\begin{array}{c} -2.9 \\ +1.2 \\ -1.7 \\ -1.0 \\ -3.0 \\ -1.5 \\ +2.6 \\ +1.6 \\ +1.0 \\ -1.7 \\ -1.5 \\ +3.3 \\ -4.2 \\ +1.7 \\ -2.5 \\ +3.3 \\ -4.2 \\ +1.7 \\ -2.5 \\ +3.3 \\ -4.2 \\ +3.3 \\ -4.2 \\ -2.5 \\ -2$	+.9 -1.5 4 +8.8 -3.7 +1.8	-2.4 +2.0 -1.9	+1.2 -1.4 0 -1.4 -1.4 -1.4 -1.4 -1.4 -1.4 -1.4 -1.4	-2.3 +1.9 -2.0 -1.9	$\begin{array}{c} -2.3 \\ +1.2 \\ -1.4 \\ -1.4 \\ +1.9 \\ -2.4 \\ +1.0 \\ -1.2 \\ +1.0 \\ -1.2 \\ +1.0 \\ -1.2 \\ -3.2 \\ -5.3 \\ -5.3 \\ -5.5 \\ -5$
13 M a 20 C 57 57 26 C 80 30 M a 18 M a 21 C 28 M a 10 32 M a 108 29 M a 188 9 C 34 M a 15 M a 178 185 2 C 14 M a 193 173 193 174 a 18 M a 193 17 M a 18 M a 192 C 14 M a 193 172 C 18 M a 193 17 M a 16 M a 17 M a 12 C 14 M a 14 M a 15 M a 17 M a 18 M a 193 A 17 M a 18 M a 193 A 14 M a 15 M a	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	+++++++++++++++++++++++++++++++++++++++	$\begin{array}{c} + & .036 \\ + & .038 \\ + & .038 \\ + & .040 \\ + & .041 \\ + & .042 \\ + & .043 \\ + & .043 \\ + & .043 \\ + & .044 \\ + & .046 \\ + & .046 \\ + & .046 \\ + & .046 \\ + & .046 \\ + & .047 \\ + & .048 \\ + & .048 \\ + & .049 \\ + & .049 \\ + & .049 \\ + & .049 \\ + & .050 \\ - & .055 \\ \end{array}$	+ .32 + .30 + .56 04 + .13 + .14 + .06		$ \begin{array}{c}2 \\ - 4.6 \\ + .1 \\ + .1 \\ + .5 \\2 \\2 \\2 \\2 \\2 \\2 \\3 \\ $	$-1.6 \\ -6.0 \\ -1.3 \\ +.7 \\3 \\5 \\ +1.4 \\3 \\ -4.1 \\ +3.5 \\ -4.1 \\ +3.5 \\ -1.6 \\ -2.3 \\ +.3 \\ -1.8$			2 -4.1 +.1 +1.5 2 +2.2 9 -2.0 +.2	+ .5	$\begin{array}{c} -4.4 \\ -4.2 \\ -4.4 \\ +1.5 \\ +1.5 \\ +1.4 \\ -1.7 \\ +1.7 \\ +1.4 \\ -1.2 \\ -1.4 \\ -1.2 \\ -1.4 \\ -1.2 \\ -1.4 \\ -1.2 \\ -1.4 \\ -1$
2 M a 2 M a 6 C 203 76	93 04.0 93 25.1 93 34.0 93 37.0	+1 +1 +1 +1 +1	+ .053 + .054 + .060 + .062 + .063	+ .01	-5.9 -1.0	3 -5.8 -1.0	8 - 4.8 5	-5.9	-1.0	8 -5.8	-1.0	+1.0 +1.4 8 -5.8 -1.0

Observation equations for obtaining corrections to the coefficients of the gravity formula and to the depth of compensation-Con.

93 37.0 +1 +.063 -.02 -1.0 -1.0 -.0 -.0 -.0 -1.0 -

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

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	Double		Coefficient of-				Constant term for solution number-					
Station number	latitude 2¢	x		z	I	2	3	4	5	6	T	8
10 M a	• , 94 00.2 94 02.8 94 02.8 94 31.6 94 44.0 95 01.1 95 14.3 95 24.8 95 32.4 95 37.2 95 40.9	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1	$\begin{array}{r} +0.070 \\ +.071 \\ +.072 \\ +.072 \\ +.079 \\ +.083 \\ +.081 \\ +.091 \\ +.094 \\ +.093 \\ +.099 \end{array}$	15 .00 +.62 09 +.22	-3.9 +.4 +.8 -1.8 -3.4	$ \begin{array}{r} -4.1 \\ +.5 \\ -3.9 \\ +.8 \\ +2.0 \\ -1.9 \\ -3.1 \\ -1.2 \end{array} $	- 2.9 + - 5.9 + 1.3 + 1.8 + 4.7 - 1.3 - 2.4	+ .4 -1.8 -3.4	-3.9	$ \begin{array}{c} + .5 \\ - 3.9 \\ + .3 \\6 \\ + 1.8 \\ - 1.9 \\ - 3.1 \\ - 1.2 \\ \end{array} $	-4.1 +2.0	$\begin{array}{r} -3.2 \\ -4.4 \\ -4.1 \\ +3.9 \\ +3.9 \\ +3.8 \\ +2.0 \\ -1.9 \\ -3.1 \\ -1.2 \end{array}$
192	96 13.6 96 16.8 96 32.8 96 40.6 96 52.00 97 01.8 97 49.4 97 56.2	+++++++++++++++++++++++++++++++++++++++	$\begin{array}{r} + .108 \\ + .109 \\ + .114 \\ + .116 \\ + .118 \\ + .120 \\ + .122 \\ + .122 \\ + .136 \\ + .138 \end{array}$	07 12 04 14	-2.5 1.0 -4.0 -3.4 -2.5 -2.5	$ \begin{array}{r} -2.7 \\ -1.0 \\ -4.0 \\ -3.7 \\ +3.7 \\ +2.0 \\ -1.6 \\ -2.5 \\ -2.7 \end{array} $	$ \begin{array}{r} -1.8 \\ -3.6 \\ +3.6 \\ -4.5 \\ -201 \\ +3.5 \\ -2.6 \\ -1.8 \\ -1.8 \\ \end{array} $	-2.5	-2.5 -1.0 -4.0 -3.4 -2.5	9 +3.7 +2.0 -1.6 -2.7	-2.7 -1.0 -4.0 -3.7 -2.5	$\begin{array}{r} -2.7 \\ -2.9 \\ -1.0 \\ -4.0 \\ -3.7 \\ +3.7 \\ +2.0 \\ -1.6 \\ -2.5 \\ -2.7 \end{array}$
11 C	98 07.5 98 33.6 99 32.0 99 41.8 99 44.6 99 48.8	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1	+ .141 + .149 + .166 + .168 + .169 + .170			+1.4 + .8 9 -1.5 .0 + .1	+1.8 +5.4 -2.7 -1.3 +12.2 1			+1.4	+ .8	+1.4 +.8 9 -1.5 .0 +.1
34 C	100 04.8 100 46.9 101 21.4 101 28.4 101 31.4 101 59.6	+1 +1 +1 +1 +1 +1 +1	+ .175 + .187 + .197 + .199 + .200 + .208			2 3 + .1 +3.5	6 + 7.4 +11.5				$ \begin{array}{r} -2 \\ -3 \\ +.1 \\ +3.5 \end{array} $	$ \begin{array}{r} -2.2 \\ -3.3 \\ +.1 \\ -2.9 \\ -1.9 \\ +3.5 \end{array} $
35 C . 36 C a	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	+1 +1 +1 +1 +1 +1 +1	+ .209 + .214 + .217 + .221 + .235 + .236			4 -1.5 -1.0 +.3	+1.8 -3 +5.6 +6.3				4 -1.5 -1.0 +.3	$ \begin{array}{r} -1.5 \\ -1.0 \\ +.3 \\ -5.3 \\ -5.2 \end{array} $

Observation equations for obtaining corrections to the coefficients of the gravity formula and to the depth of compensation-Con.

This station is used only with near-by stations to give a single observation equation. See table of groups below.
 Station 106 enters alone only in solutions 1 and 4; as a part of group 3 C, p. 120, in solutions 2, 3, 6, and 8.

ARRANGEMENT OF GROUPS.

			Coefficient	of—			Constan	t term for	solution n	umber		
Group	Including stations	s	y	z	I	2	8	4	5	8	7	8
1 In 2 In 3 In 4 In	5 In, 26 In. 8 In, 39 In, 50 In 9 In, 99 In. 13 In, 84 In. (65 In, 72 In, 73 In ,	+1 +1 +1 +1	-0.740 733 718 709								· · · · · · · · · · · · · · · · · · ·	-3.0 -3.3 -3.2 -1.2
6 In 7 In 8 In 9 In 10 In.	106 In 12 In, 37 In 20 In, 43 In 48 In, 59 In, 107 In 14 In, 55 In, 97 In 31 In, 45 In.) +1 +1 +1 +1 +1 +1	604 682 672 663 659	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·				+1.0 -2.2 -1.8 -1.2 -1.2 -1.2 -8.0
11 In 12 In 13 In 14 In 16 In	19 In, 41 In, 96 In 16 In, 52 In. 15 In, 67 In. 33 In, 42 In, 103 In 6 In, 78 In.	+1 +1 +1 +1 +1 +1	666 653 631 624 620		• • • • • • • • • • • •						· · · · · · · · · · · · · · · · · · ·	$-1.2 \\ -2.2 \\ +1.0 \\ -1.2 \\ +3.5 \\ $
10 In 17 In 18 In 18 In	40 In, 95 In, 101 In 3, 158 {1 In, 24 In, 35 In, 77 In 2 In, 30 In, 51 In	+1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +1 +	502 594 582 581 552	+0.53	-1.4	-0.4	-2.6	-1.4		-0.4		+0.3 + .2 4 -1.0 + .7
20 In 24 21 In 20	87 In, 100 In 10, 11 /22 In, 75 In, 89 In, 93 In 93, 145	+1 + 1 + 1 + 1 + 1 + 1	504 492 485 482	+ .11	1 + .2	+ .1	+ .3	1 + .2		+ .1		+2.4 + .1 + .7 + .7
17 25 23 19 16 31 14	10, 102 13, 143 96, 141 14, 166 151, 154 68, 69 101 155	+1 +1 +1 +1 +1 +1 +1	398 354 342 336 320 306 306	+ .24 .00 + .06 + .16 + .36 + .64 + .32	$ \begin{array}{c c} -1.1 \\ -3.2 \\ +2.4 \\ -1.4 \\8 \\ -1.6 \\ -2.4 \end{array} $	6 -3.2 +2.6 -1.0 2 4 4	-1.6 -3.4 +2.2 -1.4 -1.5 +2.8 -2.4	$ \begin{array}{r} -1.1 \\ -3.2 \\ +2.4 \\ -1.4 \\8 \\ \end{array} $	-1.6	6 -3.2 +2.6 -1.0 2	0.4	-3.2 +2.6 -1.0 2 4

Caun		Coefficient of-			Constant term for solution number-							
number	Including stations	x	V	2	I	2	8	4	5	6	7	8
15. 10. 33. 11. 13. 9. 28. 30. 7. 8. 12. 6. 5. 1. 5C. 27. 4C. 3. 2. 26. 29. 9C. 22. 21. 1C. 5M.	102, 103, 156 146, 147 147, 175 104, 135 104, 135 104, 135 104, 135 104, 135 102, 122, 23, 84, 209, 212, 103, 214 104, 214 104, 219 207, 211 207, 211 207, 211 207, 211 207, 212 207, 213 208, 27 208, 27 208, 27 208, 27 208, 27 208, 27 209, 200 107, 134 123, 130 106, 88 75, 198 30, 1187, 201 50, 51, 52 207, 24C 182, 183 74, 184 75, 184 74, 184 74, 184 74, 184 114 124 125 127, 128 128 129, 129	++++++++++++++++++++++++++++++++++++++	$\begin{array}{c} -0.297\\ -2.272\\ -2.26\\ -2.248\\ -2.248\\ -2.248\\ -2.248\\ -3.244\\ -3.285\\ -3.26\\ $	$\begin{array}{c} +0.85\\ +.26\\ +.26\\ +.50\\ +.68\\ +.20\\ +.68\\ +.20\\ +.33\\ +.30\\ +.33\\ +.34\\ +.24\\ +.24\\ +.34\\ +.34\\ +.14\\ +.40\\ +.09\\ +.32\\04\\ +1.07\\01\\01\\ \end{array}$	$\begin{array}{c} -1.0\\ -2.2\\ -1.3\\ +1.2\\ +1.4\\ -3.8\\ -2.2\\ +1.4\\ +2.6\\ +2.6\\ +2.6\\ +2.6\\ +2.9\\ -6.8\\ +1.2\\6\\ +1.2\\ +1.2\\6\\ +1.2\\6\\ +1.2\\ +$	$\begin{array}{c} +0.6\\ -1.6\\ +.5\\ +2.1\\ +1.6\\ -3.4\\7\\7\\7\\8\\ +1.8\\ -1.0\\ +1.8\\ -1.0\\ +1.8\\ -1.0\\ +1.4\\ -6.1\\ +1.0\\ -1.2\\ -3.0\\ -1.4\\ -1.2\\ -3.0\\ -1.4\\ -1.6\\ -1.2\\ -3.0\\ -1.4\\ -1.6\\ -1.2\\ -3.0\\ -1.6$	$\begin{array}{c} -4.6\\ -2.8\\ -7.8\\ +2.4\\ +4.2\\ -4.2\\ -6.2\\ +1.0\\ -2.1\\ +2.4\\ -1.5\\ -2.1\\ +2.0\\ -2.1\\ +1.4\\ -1.5\\ -2.8\\ -2.8\\ -3.4\\ -2.8\\ -2.8\\ -3.4\\ -2.8\\$	$\begin{array}{c} -1.0 \\ -2.2 \\ +1.2 \\ +1.4 \\ -3.8 \\ \hline \\ -1.4 \\ +2.6 \\ +1.4 \\ -1.6 \\ +1.2 \\8 \\ +2.9 \\ \hline \\8 \\ +2.9 \\ \hline \\8 \\ -1.8 \\ \hline \\ +4.0 \\ -2.4 \\ \hline \end{array}$	1.3 2.2 	+0.6 -1.6 +2.1 +1.6 -3.4 -3.4 -3.4 +3.1 +1.8 -1.0 +1.8 +1.1 +3.3 +1.4 +1.0 -1.2 -1.0 +1.0 +1.2 -1.6	+0.5 7 .0 7 .0 1 	$\begin{array}{c} +0.6\\ -1.6\\ +.5\\ +.2.1\\ +1.6\\ -3.4\\7\\8\\ +3.1\\ +1.8\\0\\ -1.8\\1\\ +1.8\\1\\ +1.8\\1\\ +1.8\\1\\1\\1\\1\\1\\1\\1\\1$
6М	15M, 16M, 17M, 29M, 30M, 32M, 16M	+1	+ .044				******					-1.3
1M 4M 3C 2M 8C 7C	1M, 2M 7M, 8M, 9M, 10M 27C, 106 3M, 4M 38C, 41C 36C, 37C	+1 +1 +1 +1 +1 +1	+ .053 + .060 + .080 + .199 + .212 + .218			+ .4	+ .8			+ .4	+1.2 6	+1.2 -3.0 +.4 -2.4 +1.2 6

Observation equations for obtaining corrections to the coefficients of the gravity formula and to the depth of compensation—Con. ARRANGEMENT OF GROUPS—Continued.

The first column of the table on pages 115-119 contains the number of the station. Numbers without any letters appended refer to the United States stations given in the list on pages 50-52; the numbers followed by the letter "C" refer to the Canadian stations on page 54; the numbers followed by the letters "In" refer to the Indian stations given in the list on page 56; and the numbers followed by the letter "M" refer to the stations in the list on page 57.

The data in the above tables come from pages 50-60 and 103-105. All stations having anomalies numerically greater than 0.070 dyne have been excluded. For convenience the unit of n', and therefore of the other quantities involved, has been taken as 0.01 dyne. The unit distance in terms of which z is expressed in these equations is 28.4 km.; that is, the interval between the depths at which the various anomalies for stations in the United States are tabulated on pages 103-105. If the correction for topography and compensation be assumed to change uniformly with changing depth of compensation, that is, if $c = \frac{\partial z}{\partial t}$ is constant, then the value of c, with the units adopted, is the difference between the total corrections for topography and compensation for two depths differing 28.4 km., expressed in units of hundredths of a dyne. An examination of the differences in the table on pages 100-102 will show that these are fairly constant, allowance being made for the effect of omitted decimals. When the observation equations were formed, these quantities carried to one more decimal place than is given on pages 100-102 were available. A specimen of such data is given in connection with station 195, Lander, Wyo., on page 99. From the data for this station the following mean rates of change, in the units adopted, are deduced:

> From 42.6 km. to 56.9 km. =2 (-3.62+3.70)=+0.16 From 56.9 km. to 85.3 km. = -3.28+3.62=+0.34 From 85.3 km. to 113.7 km. = -2.75+3.28=+0.53 From 113.7 km. to 127.9 km. =2 (-2.48+2.75)=+0.54 From 127.9 km. to 156.25 km. = -1.98+2.48=+0.50 From 156.25 km. to 184.6 km. = -1.33+1.98=+0.65

A preliminary investigation indicated that the depths of compensation in nearly all solutions would fall between 56.9 km. and 85.3 km., or else very little below 56.9 km. The values of c used in the table of observation equations are therefore the mean rates of change between 56.9 km. and 85.3 km. These c's are to be used only in connection with solutions for which the depth of compensation is determined. In these solutions the constant term, -n', is based on a depth of 56.9 km. In the second solution for mountain stations, in which the resulting depth is 94.9 km., the anomalies for depth 113.7 km. and the corresponding c's were used. These are not shown in the table of observation equations.

In order not to give too great influence to a small region that might contain many gravity stations, the following arbitrary procedure was adopted. A solitary station having no other station within 1 degree of it, either in latitude or longitude, gave a single observation equation of weight unity. If a number of stations occurred so that their latitudes were all within 1 degree of one another, and likewise their longitudes, these stations were made to constitute a group and the mean of the observation equations of the separate stations of the group was taken as the observation equation of the group, with weight unity. In taking this mean for the group, stations within a radius of 8 miles were treated as a single station by taking their mean, and giving the mean only the weight of a single station in averaging it with the other members of the group. An example of this is group 1, which contains stations 28, 29, and 30, which are, respectively, Worcester, Boston, and Cambridge. The mean of the anomalies at Boston and Cambridge is +0.013 dyne and this is given equal weight in combining with the anomaly at Worcester of -0.012 dyne, giving a final mean for the group of 0.000 dyne. In the list of observation equations, stations that are used only as part of a group are designated by a reference mark which refers to a footnote when the details of the grouping require special mention. The latter part of the list of observation equations is made up of the mean equations for the various groups. When the observations were combined into zones of latitude, the mean of a group was given the same weight as a solitary station, the group being assigned to a zone according to the average latitude of its component members.

The normal equations were made up in the usual way. The probable error of z is found in the usual way from the solution of the normal equations. The quantities γ_t , B, and f are functions of z and y. Their probable errors are found by methods given in standard text books on the method of least squares.* (See note, p. 98.) These methods all require a knowledge of the numerical values of the derivatives of the functions in question with respect to the unknown quantities of the observation equations.

The formulas (partial derivatives), easily obtained from (4b) and (3) on page 113, and from the definitions of x and y near top of page 114, are

$ \frac{\partial \gamma_{*}}{\partial x} = +1 \\ \frac{\partial \gamma_{*}}{\partial y} = -1 \\ \frac{\partial \gamma_{*}}{\partial z} = 0^{\dagger} $	(8)
$ \frac{\partial B}{\partial x} = -\frac{B}{\gamma_{*}} $ $ \frac{\partial B}{\partial y} = \frac{2+B}{\gamma_{*}} $ $ \frac{\partial B}{\partial z} = 0 $	(9)

[•] For example, Wright and Haylord, Adjustment of Observations, p. 137, or Helmert, "Die Ausgleichungsrechnung," 2te auflage, p. 180. $\ddagger z$ and y are independent of z, according to assumption, and therefore γ_{e} , which depends only on z and y, is also independent of z; similarly for B and f. As a matter of fact, the redistribution of attracting matter implied in the correction for isostatic compensation will change somewhat the form of the level surfaces and the intensity of gravity. For the earth considered as a whole the change is slight. Prof. de Sitter (in the Koninklikje Akademie van Wetenschappen te Amsterdam, Proceedings of the Section of Sciences, Vol. XVII, pt. 2, p. 1295) makes some approximate mechanical quadratures and concludes that for the geoid as idealized by isostatic compensation to a depth of 114 km. 1/f will be 0.14 less than for the actual geoid. The effect on gravity at the equator is to make the idealized gravity greater than the true by less than 0.001 dyne. For smaller changes in depth the effects would be correspondingly less, and the assumptions made are ev dently not seriously vitiated.

$$\frac{\partial m}{\partial x} = -\frac{m}{\gamma_{e}}$$

$$\frac{\partial m}{\partial y} = \frac{m}{\gamma_{e}}$$

$$\frac{\partial f}{\partial m} = \frac{5}{2} - \frac{20}{3}m + \frac{17}{14}B$$

$$\frac{\partial f}{\partial B} = -1 + \frac{17}{14}m + \frac{2}{21}B$$

$$\frac{\partial f}{\partial x} = \frac{\partial f}{\partial m}\frac{\partial m}{\partial x} + \frac{\partial f}{\partial B}\frac{\partial B}{\partial x}$$

$$\frac{\partial f}{\partial y} = \frac{\partial f}{\partial m}\frac{\partial m}{\partial y} + \frac{\partial f}{\partial B}\frac{\partial B}{\partial y}$$

$$\frac{\partial f}{\partial z} = 0$$

These derivatives are so nearly constant that for the purpose in hand they could be computed once for all with average values of the quantities involved.

It will be found that the flattening depends almost wholly on y, for $\frac{\partial f}{\partial y}$ is about -0.0000203

(in the units used in forming the observation equations) as against $\frac{\partial f}{\partial x} = -0.000000034$. A change of unity (i. e., 0.01 dyne) in the value of x will appear only in the third decimal of 1/f, so if it is desired to hold the flattening unchanged in the determinations it will be sufficient to make y=0, or, if some other flattening be fixed on in advance, in the adjustment the corresponding value of y may be determined without regard to the possible change in x. This was done in solutions 1c, 1d, and some others.

In comparing various gravity formulas, which differ among themselves in every term, the most convenient single number to afford a basis of comparison is the mean value of γ_0 over the unit sphere. The general expression for this is

Mean value =
$$\gamma_{4}(1 + \frac{B}{3} - \frac{2B_{4}}{15})$$
 (11)

In the case of the solutions given here this is equivalent to

Mean value = $979.75485 + x - \frac{1}{3}y$ (12)

x and y being expressed in dynes instead of in units of 0.01 dyne, as in the observation and normal equations. The mean values resulting from the various adjustments are given on page 129.

The set of solutions numbered "1" in the preceding table was derived from all stations situated in the United States proper, except No. 218, North Tamarack, Mich., for which the data were not available in time, and stations 53 and 56 in Seattle, Wash., which were excluded because of their large anomalies. In all these stations the constant terms are for depth 56.9 km. and the z's are corrections to that depth. In solution 1a each solitary station and each group of stations is given equal weight. The normal equations are

173x - 34.572y + 42.17z - 182.3 = 0- 34.572x + 13.2991y - 11.8632z + 26.6250 = 0 42.17x - 11.8632y + 26.3941z - 46.181 = 0

From these x = +1.2934, y = +1.7989, z = +0.4918, and the formula for γ_0 is

 $\gamma_o = 978.025 (1 + 0.005339 \sin^2 \phi - 0.000007 \sin^2 2\phi) \\ \pm 5 \qquad \pm 11$

The depth of compensation is 70.9 ± 10.0 km. and the reciprocal of the flattening is 301.4 ± 1.0 .

(10)

In solution 1b the stations or groups were assigned to seven zones and each station or group was given a weight inversely proportional to the number of stations and groups in the zone. This process must be substituted for the simpler one of using a mean equation for each zone, which would be practically equivalent if no depth of compensation were to be determined, because the c's, unlike the other coefficients, vary widely within the zone.

The boundaries of the zones are in latitude 31°, 34°, 37°, 40°, 43°, 46°, and 49°, the latter being the northern boundary of the United States. The zones are all three degrees in width, except the southernmost, which extends from station 1 (Key West, Fla.) in latitude 24° 33'.6 to latitude 31° 00'. It was widened in order to include a sufficient number of stations to be representative.

The normal equations are:

7x - 1.5606y + 1.7424z - 7.5950 = 0

-1.5606x + 0.6498y - 0.5448z + 1.2431 = 0

1.7424x - 0.5448y + 1.0503z - 1.8980 = 0

From these x = +1.3574, y = +1.7233, z = +0.4490. The formula for γ_0 is

$$\gamma_0 = 978.026(1+0.005337 \sin^2 \phi - 0.000007 \sin^2 2\phi) \\ \pm 5 \qquad \pm 11$$

The depth of compensation is 69.6 ± 10.4 km. and the reciprocal of the flattening 301.3 ± 1.0 .

The flattenings deduced from 1a and 1b are not supported by determinations from other methods, which would indicate that the assumed flattening of 1/298.2 is more nearly correct. It was therefore decided to hold the flattening at this figure. This may be done with sufficient accuracy by letting y=0.

Using separate stations and groups, we have for solution 1c, by omitting the second equation in 1a and putting y=0 in the others,

173x + 42.17z - 182.3 = 0

42.17x + 26.3941z - 46.181 = 0

From these x = +1.0274, z = +0.1082, and the formula for γ_0 is

 $\gamma_{o} = 978.040(1 + 0.005302 \sin^{2} \phi - 0.000007 \sin^{2} 2\phi) \\ \pm 1$

The depth of compensation is 60.0 ± 9.5 km.

This formula is referred to as the Coast and Geodetic Survey formula of 1916 for the United States.

If the anomalies at stations in the United States were due only to erroneous values of the equatorial gravity and of the depth of compensation used in the computation of the theoretical gravity, then this formula would be perhaps the best obtainable from the data at hand. But, as is shown on page 63, under the heading "Relation between the gravity anomalies and the topography," and on page 70, under the heading "Relation between the gravity anomalies and the geologic formation," the prevailing sign of the anomalies at stations on the seacoast and on Cenozoic formations is evidently due in part to some deviation from the normal of the densities in the strata of the upper crust which is systematic in its nature. The depth computed from the anomalies may be, and probably is, greatly influenced by this systematic effect. It is shown in other parts of this volume that a larger depth than 60 km. is probably nearer the truth. The equatorial value of gravity is not affected materially by the negative anomalies which predominate at the stations near the coast and in Cenozoic formation, as they are offset in great part by the anomalies in other formations which tend to be positive. (See pp. 70 to 78.) The anomalies (called the Hayford 1916 anomalies) based on the Coast and Geodetic Survey formula for 1916 for the

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United States are shown in the table on pages 103-106 for purposes of comparison with the anomalies by the 1912 formula of the Coast and Geodetic Survey (called the Hayford 1912 anomalies), which is based on the greater depth of compensation, 113.7 km.

From other data a flattening of 1/297 has been determined. To use this flattening in determining x and z (solution 1d), put y = -0.642 in the first and third equations of 1a. The resulting equations are:

$$173x + 42.17z - 160.10 = 0$$

42.17x + 26.3941z - 38.565 = 0

From these x = +0.9322, z = -0.0286 and the formula for γ_0 is $\gamma_0 = 978.046 \ (1 + 0.005289 \sin^2 \phi - 0.000007 \sin^2 2\phi)$ +1

and the depth of compensation is 56.1 ± 9.7 km.

In solution 1e the flattening is held at 1/298.2 and the stations are grouped by zones, as in solution 1b.

The normal equations for 1e are:

$$7x + 1.7424z - 7.5950 = 0$$

$$1.7424x + 1.0503z - 1.8980 = 0$$

From these x = +1.0820, z = +0.0122, and the formula for γ_0 is

 $\gamma_{o} = 978.041 \ (1 + 0.005302 \sin^{2} \phi - 0.000007 \sin^{2} 2\phi) \\ \pm 1$

The depth of compensation is 57.2 ± 9.8 km.

The solutions numbered 2a and 2b include stations in the United States proper and the Dominion of Canada. No determination of the depth was possible, since no information as to the correction for topography and compensation of the Canadian stations was available for depths other than 113.7 km. In solution 2a each station and each group was given unit weight.

The normal equations for this solution are:^a

$$208x - 31.281y - 96.1 = 0$$
$$-31.281x + 13.808183y + 3.2079 = 0$$

From these x = +0.6478, y = +1.2351, and the formula for γ_0 is

$$\gamma_0 = 978.024 \ (1 + 0.005327 \sin^2 \phi - 0.000007 \sin^2 2\phi) \\ \pm 4 \qquad \pm 9$$

The reciprocal of the flattening is 300.4 ± 0.8 .

Solution 2b is the same as 2a, except that zones were used as in 1b, though with somewhat different boundaries for the zones.

The normal equations are:

$$7x - 1.32y - 2.676 = 0$$

$$-1.32x + 0.56230y + 0.060917 = 0$$

From these x = +0.6493, y = +1.4158, and the formula for γ_0 is

$$\gamma_{0} = 978.022 \ (1 + 0.005331 \sin^{2} \phi - 0.000007 \sin^{2} 2\phi) \\ + 4 \qquad + 9$$

The reciprocal of the flattening is 300.7 ± 0.8 .

a In forming these normal equations the data used for the stations in Canada were those first communicated to the Survey. Afterwards revised values were sent, which appear in the table of observation equations. The corrections are too slight to affect the result seriously.

In the solutions numbered 3a and 3b the anomalies are found by the free-air method of reduction (correction for elevation, but not for topography and compensation). The stations are the same as those in solutions 2a and 2b. In solution 3a each station and each group is given unit weight, and the resulting normal equations are:^a

$$208x - 31.281y - 161.1 = 0$$

$$-31.281x + 13.8082y + 52.8456 = 0$$

From these x = +0.3018, y = -3.1435, and the resulting formula for γ_0 is

$$\gamma_{0} = 978.064 \ (1 + 0.005238 \sin^{2} \phi - 0.000007 \sin^{3} 2\phi) \\ \pm 5 \qquad \pm 12$$

The reciprocal of the flattening is 292.6 ± 1.0 .

In solution 3b each zone is given equal weight, the zones being the same as in solution 2b. The normal equations are:

$$7x - 1.320y - 5.563 = 0$$

-1.320x + 0.56230y + 1.954694 = 0

From these x = +0.2498, y = -2.8899, and the formula for γ_0 is

$$\gamma_{o} = 978.061 \ (1 + 0.005243 \sin^{2} \phi - 0.000007 \sin^{2} 2\phi) \\ \pm 7 \qquad \pm 17$$

The reciprocal of the flattening is 293.0 ± 1.4 .

In order to test the constancy of the depth of compensation in various regions, the stations in the United States lying east of the ninety-eighth meridian were treated separately from those lying west of it. Solutions 4a and 4b are based on those stations east of the ninety-eighth meridian. In solution 4a each station and each group is given unit weight, and a depth of compensation, a value for the flattening, and the equatorial value are determined. The values of -n' are for depth of 56.9 km. The normal equations for 4a are:

 $\begin{array}{l} 118x - 26.723y + 26.21z - 80.1 = 0 \\ -26.723x + 10.265y - 8.167z + 17.691 = 0 \\ 26.21x - 8.167y + 11.505z - 17.241 = 0 \end{array}$

From these x = +0.7100, y = +0.0698, z = -0.0695, and the formula for γ_0 is

$$\gamma_0 = 978.036 \ (1 + 0.005303 \sin^2 \phi - 0.000007 \sin^2 2\phi) \\ \pm 6 \qquad \pm 14$$

The depth of compensation is 54.9 ± 16.8 km., and the reciprocal of the flattening is 298.3 ± 1.2 .

In solution 4b the conditions are the same as for 4a except that the flattening is held as 1/298.2, the value resulting from Helmert's formula of 1901. The normal equations are

$$118x + 26.21z - 80.1 = 0$$

$$26.21x + 11.505z - 17.241 = 0$$

From these x = +0.7004, z = -0.0970, the formula for γ_0 is

$$\gamma_0 = 978.037 \ (1 + 0.005302 \ \sin^2 \phi - 0.000007 \ \sin^2 2\phi) \\ + 2$$

and the depth of compensation is 54.1 ± 14.9 km.

The solutions numbered 5a and 5b are based on stations in the United States west of the ninety-eighth meridian, treated in a way similar to those used in solutions 4a and 4b. In solution 5a each station and each group is given unit weight. The values of -n' are for depth 56.9 km. The normal equations are:

55x - 7.849y + 15.96z - 102.2 = 0- 7.849x + 3.0345y - 3.6967z + 8.9343 = 0 15.96x - 3.6967y + 14.8890z - 28.940 = 0

From these x = +2.2099, y = +3.2312, z = +0.3772, and the formula for γ_0 is

 $\gamma_0 = 978.020 \ (1 + 0.005368 \sin^2 \phi - 0.000007 \sin^2 2\phi)$

 $\pm 10 \qquad \pm 22$

The depth of compensation is 67.6 ± 12.9 km., and the reciprocal of the flattening is 304.1 ± 2.0 . In solution 5b the conditions are the same as for 5a except that the flattening is held fixed

at 1/298.2. The equations, giving unit weight to each station and group, are

55x + 15.96z - 102.2 = 015.96x + 14.8890z - 28.940 = 0

From these x = +1.8784, z = -0.0698, and the value of γ_0 is given by

$$\gamma_0 = 978.049 \ (1 + 0.005302 \sin^2 \phi - 0.000007 \sin^2 2\phi) \\ \pm 2$$

The depth of compensation is 54.9 ± 12.6 km.

The solutions with separate stations in mountainous regions gave greater depths than other solutions for other groups of stations in the United States, and as it is reasonably certain that the single-station method gives a better value of the depth than the group method, it was decided to make solutions for the stations in the United States west of the ninety-eighth meridian without groups; that is, by the separate-station method. In the first of the two solutions, called 5c, the equatorial gravity, the flattening, and the depth of compensation were determined.

The normal equations are

 $\begin{array}{l} 64x - 9.092y + 21.92z - 127.1 = 0 \\ - 9.092x + 3.319338y - 4.54995z + 11.2513 = 0 \\ 21.92x - 4.54995y + 22.6422z - 53.946 = 0 \end{array}$

From these x = +2.2016, y = +4.1200, z = +1.0790, and γ_0 is given by

$$\begin{array}{ccc} \gamma_0 = 978.011 & (1 \pm 0.005387 \sin^2 \phi - 0.000007 \sin^2 2\phi) \\ \pm 19 & \pm 21 \end{array}$$

The depth of compensation is 87.5 ± 10.6 km. and the reciprocal of the flattening is 305.8 ± 1.9 . In the solution 5d the flattening was held at 1/298.2. The normal equations are:

> 64x + 21.92z - 127.1 = 021.92x + 22.6422z - 53.946 = 0

From these x = +1.7503, z = +0.6881 and γ_0 is given by

$$\gamma_{0} = 978.048 (1 + 0.005302 \sin^{2}\phi - 0.000007 \sin^{2} 2\phi) \pm 2$$

The depth of compensation is 76.4 ± 10.8 km.

If the Canadian stations east of the ninety-eighth meridian be joined with those in the United States, no determination of the depth of compensation is possible, since the only depth for which the corrections for topography and isostatic compensation are available for Canadian stations is 113.7 km. In solution 6 this depth is used and each station or group east of the ninety-eighth meridian in Canada or the United States is given unit weight. The normal equations are then •

146x - 25.174y - 35.6 = 0- 25.174x + 10.455634y + 2.5569 = 0

s See footnote on p. 124.

From these x = +0.3448, y = +0.5857, and the formula for γ_0 is

 $\gamma_0 = 978.028 (1 + 0.005314 \sin^2 \phi - 0.000007 \sin^2 2\phi) + 4 + 11$

The reciprocal on the flattening is 299.2 ± 1.0 .

Solution 7 is based on stations in the United States and Canada west of the ninety-eighth meridian. The depth is fixed at 113.7 km. and each station or group is given equal weight. The normal equations are

 $\begin{array}{l} 62x - 6.107y - 59.3 = 0 \\ - 6.107x + 3.352549y + 0.8568 = 0 \end{array}$

From these x = +1.1349, y = +1.8118, and the formula for γ_0 is

$$y_0 = 978.023 (1 + 0.005339 \sin^2 \phi - 0.000007 \sin^2 2\phi)$$

 $\pm 8 \qquad \pm 17$

The reciprocal of the flattening is 301.5 ± 1.5 .

The solutions numbered 8a and 8b are based on all available stations in the world between the latitudes of station 179In, Bombay (India) and station 6 M, Scharfenstein (Germany). The only depth of compensation for which data are available is 113.7 km., and this has therefore been held fixed. Stations with an anomaly numerically exceeding 0.070 dyne based on Helmert's formula of 1901 were excluded. It was found that 358 stations could be used. For solution 8a the stations and groups of stations were divided into 11 zones each 3 degrees of latitude in width; the southernmost zone includes Bombay and extends to the twenty-second parallel. The other bounding parallels are the twenty-fifth, twenty-eighth, etc. All stations used in these solutions are in north latitude.

Results for the individual zones.

Zone.	Bounding parellels.	Number of stations or groups.	Mean value ofcos2¢	Menn anomaly.	Zone.	Bounding parallels.	Number of stations or groups.	Mean value of -cos2\$	Mean anomaly.
1 2 3 4 6	222 22-25 28-28 28-31 31-34 34-27	6 14 13 17 21 25	$\begin{array}{r} -0.748 \\680 \\609 \\510 \\420 \\323 \end{array}$	Dynes. +0.0212 + .0176 0062 + .0048 0009 + .0028	7 8 9. 10. 11.	• 37-40 40-43 43-46 46-49 49-52	33 27 41 41 14	$\begin{array}{r} -0.218 \\115 \\017 \\ + .074 \\ + .185 \end{array}$	Dynes. -0.0014 + .0069 + .0099 + .0108 + .0056

There is a total of 252 separate stations and groups of stations. Each zone was given unit weight. The normal equations that follow from these are

$$11x - 3.381y - 7.09 = 0$$

-3.381x + 2.034353y + 2.57810 = 0

From these x = +0.5213, y = -0.4008, and the formula for γ_0 is

$$\gamma_{0} = 978.039 (1 + 0.005294 \sin^{2} \phi - 0.000007 \sin^{2} 2\phi) \\ \pm 4 \qquad \pm 12$$

The reciprocal of the flattening is 297.4 ± 1.0 .

The fact that the mean anomalies for some of the zones are based on comparatively few stations or groups of stations as compared with the other zones suggests that it would be of interest to weight each zone proportionately to the number of stations it contains. This process is (except for probable errors) almost exactly equivalent to that of giving each station and each group unit weight. With weights thus taken, the normal equations for solution 8b, are

> 252x - 52.855y - 149.1 = 0-52.855x + 28.027y + 23.9 = 0

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From these x = +0.6829, y = +0.4352, and the formula for γ_0 is

 $\begin{array}{c} \gamma_0 = 978.032 \ (1 + 0.005311 \sin^2 \phi - 0.000007 \sin^2 2 \phi) \\ \pm 4 \qquad \pm 11 \end{array}$

The reciprocal of the flattening is 298.9 ± 1.0 .

On pages 63-67 is given a list of anomalies at stations in the United States computed from the United States Coast and Geodetic Survey formula of 1916; that is, for solution 1c. This formula with depth 60.0 km. represents the observations somewhat better than the 1912 formula with depth 113.7 km. except for the 20 stations in mountainous regions above the general level, for which the average anomaly with regard to sign is +0.016 dyne by the 1916 formula. It is therefore natural to inquire what formula and what depth would fit those stations better. The effect of the change of depth on the computed compensation is large for these stations, so that a depth of compensation would be better determined from them than from an equal number of stations elsewhere. However, it seemed to be illogical to take only the stations above the general level and to exclude other stations in the same regions, perhaps within a few miles. Therefore the 36 stations in mountainous regions below the general level (see p. 108) were likewise included in the adjustment. There is no separate column for the constant terms of this solution in the table of observation equations on pages 115 to 120.

This adjustment was made in two ways. First the groups were broken up, each station being taken by itself, and only the 56 stations in mountainous regions were included. Second, where the stations occurred near together groups were used, just as in other cases. These groups included four stations not in mountainous regions.

When the groups were broken up and each station was given unit weight the normal equations for this solution (called 9a) became:

> 56x - 9.017y + 27.48z - 38.2 = 0- 9.017x + 2.6091714y - 5.18505z + 1.6404 = 0 27.48x - 5.18505y + 18.7226z - 15.279 = 0

From these x = +1.3506, y = +3.8278, z = -0.1061. The anomalies and the c's in this solution are computed for the depth of 113.7 km. and the z is a correction to that depth. The resulting formula for γ_0 is

 $\gamma_{0} = 978.005 \ (1 + 0.005380 \ \sin^{2} \phi - 0.000007 \ \sin^{2} 2 \phi) \\ \pm 14 \qquad \pm 31$

The reciprocal of the flattening is 305.2 ± 2.9 and the depth of compensation is 110.7 ± 20.3 km.

Solution 9b is based on the same data, but the flattening was held fixed at 1/298.2. The normal equations for solution 9b are

56x + 27.48z - 38.2 = 027.48x + 18.7226z - 15.279 = 0

From these x = +1.0066 and y = -0.6613. The formula for γ_0 is

 $\gamma_{o} = 978.040 \ (1 + 0.005302 \sin^{2} \phi - 0.000007 \sin^{2} 2 \phi)$ +4

The depth of compensation is 94.9 ± 19.7 km.

When the usual groups are taken, the normal equations for the solution (called 9c) are

 $\begin{array}{l} 44x - 6.879y + 19.25z - 64.9 = 0 \\ - 6.879x + 2.056157y - 4.23457z + 9.057 = 0 \\ 19.25x - 4.23457y + 16.2641z - 29.779 = 0 \end{array}$

From these x = +1.5433, y = +1.6542, z = +0.4350. The anomalies and c's in this solution
are computed for the depth 56.9 km. and the z is a correction to this depth. The resulting formula for γ_0 is

$$\gamma_o = 978.029 \, (1 + 0.005336 \, \sin^2 \phi - 0.000007 \, \sin^2 2\phi)$$

The reciprocal of the flattening is 301.2, and the depth of compensation is 69.3 km.

In solution 9d the flattening is held fixed at 1/298.2 but the remaining conditions are the same as in the solution 9c. The normal equations for solution 9d are

44x + 19.25z - 64.9 = 019.25x + 16.2641z - 29.779 = 0

From these x = +1.3977, and z = +0.1766. The resulting formula for γ_0 is $\gamma_0 = 978.044 \ (1 + 0.005302 \sin^2 \phi - 0.000007 \sin^2 2\phi)$

and the depth of compensation is 61.9 km.

It is evident that the method of grouping high and low stations in forming the equations destroys the peculiar sensitiveness of the high stations to a change in depth. Therefore the values of the depth by the group solution (9c) should not be considered as having a strong weight as compared with the values of the depth by the single-station solution (9b).

The author believes that the depths derived from the single-station solution for mountainous regions are nearer the truth even for the whole United States than any other depth determined from other groups of gravity stations. (See p. 112.) The solutions of separate stations in the western part of the United States give values for the depth of compensation which are greater than for other solutions except those mentioned above. The stations in the West are, in general, either in mountainous regions or on high plains.

The results of the foregoing solutions are summarized in the following table, which also contains some additional items of information, namely, the mean value of gravity and the probable error of an observation of unit weight. Except in the column for the mean value of gravity and in the lines for solutions 9c and 9d the presence of a value for the probable error of a quantity indicates that the quantity in question was determined by the solution itself, and the absence of a value for the probable error indicates that the quantity was fixed in advance.

Solution No.	Equatorial value of grav- ity.	Coefficient of sin ² \$.	Mean value of gravity for the earth.	Reciprocal of flattening.	Depth of com- pensation.	Probable error of an observa- tion of unit weight.
1a 1b 1c 1d 1d.	Dynes. 978.025± 4.9 978.026± 4.6 978.040± 1.3 978.046± 1.3 978.041± 1.3	0.005339±11.5 .003337±10.7 .005302 .005289 .005302	Dynes. 979, 762 979, 763 979, 765 979, 766 979, 766 979, 766	301.4±1.0 301.3±1.0 303.2 297.0 298.2	$\begin{array}{c} Km. \\ 70.9 \pm 10.0 \\ 69.6 \pm 10.4 \\ 60.0 \pm 9.5 \\ 56.1 \pm 9.7 \\ 57.2 \pm 9.8 \end{array}$	Dynes. ±0.0133 a±.0027 ±.0135 ±.0137 a±.0027
2a 2b	978.024± 3.9 978.022± 3.7	005327 ± 9.0 005331 ± 9.2	979.757 979.757	300.4±0.8 300.7±0.8	113.7 113.7	$_{a\pm}^{\pm}$.0133 $_{a\pm}^{0133}$.0025
3a 3b	978.064± 5.1 978.061± 6.8	$.005238 \pm 12.0$ $.005243 \pm 16.6$	979.785 979.767	292.6±1.0 293.0±1.4		± .0176 ¢± .0045
4a 4b	978.036± 6.1 978.037± 1.6	.005303±14.1 .005302	979.762 979.762	298.3±1.2	54.9±16.8 54.1±14.9	± .0126 ± .0125
5a	978.020± 9.7 978.049± 2.3 978.011± 9.5 978.048± 2.3	$\begin{array}{c} .\ 005368 \pm 21.\ 6\\ .\ 005302\\ .\ 005387 \pm 21.\ 1\\ .\ 005302\end{array}$	979. 766 979. 774 979. 713 979. 713	304.1±2.0 298.2 305.8±1.9	$\begin{array}{c} 67. \ 6 \pm 12. \ 9 \\ 54. \ 9 \pm 12. \ 6 \\ 87. \ 5 \pm 10. \ 6 \\ 76. \ 4 \pm 10. \ 8 \end{array}$	$\begin{array}{c}\pm .0138\\\pm .0142\\\pm .0142\\\pm .0141\\\pm .0148\end{array}$
6	978.028± 4.5	.005314±10.8	979. 756	299.2±1.0	113.7	± .0130
7	978.023± 7.6	.005339±16.8	979.760	301.5 ± 1.5	113.7	± .0136
8b	978.039± 4.3 978.032± 4.4	$.005294 \pm 11.8$ $.005311 \pm 10.9$	979. 761 979. 760	297.4±1.0 298.9±1.0	113.7 113.7	◎土 .0057 土 .0220
9b 9c	978.005±14.4 978.040± 4.0 NTS.023 NTS.044	$\begin{array}{c} .\ 005380 \pm 31.2 \\ .\ 005302 \\ .\ 005336 \\ .\ 005302 \end{array}$	979.756 979.765 179.765	305.2±2.9 26%.2 301.2 29%.2	110.7±20.3 94.9±19.7 11.3 61.9	± .0156 ± .0158

Constants of the gravity formulas and related quantities as derived from the various solutions.

59387°-17-9

a The observation of unit weight is a zone.

STATEMENT CONCERNING THE VARIOUS SOLUTIONS THE RESULTS OF WHICH ARE GIVEN IN THE ABOVE TABLE.

In the solutions in which separate stations and groups of stations were used, each separate station and each group of stations was given unit weight.

In the solutions in which the stations were taken by zones, each zone was given unit weight, except in solution 8b.

UNITED STATES STATIONS, SOLUTIONS 12 TO 16.

- 1a. Separate stations and groups of stations were used in the determination of equatorial gravity, the flattening and the depth of compensation.
- 1b. Zones were used in the determination of equatorial gravity, the flattening, and the depth of compensation.
- 1c. Separate stations and groups of stations were used and the flattening was held fixed at 1/298.2 in the determination of equatorial gravity and the depth of compensation.
- 1d. Separate stations and groups of stations were used and the flattening was held fixed at 1/297 in the determination of equatorial gravity and the depth of compensation.
- 1e. Zones were used and the flattening was held fixed at 1/298.2 in the determination of equatorial gravity and the depth of compensation.

UNITED STATES AND CANADIAN STATIONS, SOLUTIONS 28 AND 2b.

- 2a. Separate stations and groups of stations were used and the depth was held fixed at 113.7 km. in the determination of equatorial gravity and the flattening.
- 2b. Zones were used and the depth was held fixed at 113.7 km. in the determination of equatorial gravity and the flattening.

UNITED STATES AND CANADIAN STATIONS BY THE FREE-AIR METHOD OF REDUCTION, SOLUTIONS 38 AND 3b.

3a. Separate stations and groups of stations were used in the determination of equatorial gravity and the flattening. 3b. Zones were used in the determination of equatorial gravity and the flattening.

UNITED STATES STATIONS EAST OF THE NINETY-EIGHTH MERIDIAN, SOLUTIONS 43 AND 4b.

- 4a. Separate stations and groups of stations were used in the determination of equatorial gravity, the flattening, and the depth of compensation.
- 4b. Separate stations and groups of stations were used and the flattening was held fixed at 1/298.2 in the determination of equatorial gravity and the depth of compensation.

UNITED STATES STATIONS WEST OF THE NINETY-EIGHTH MERIDIAN, SOLUTIONS 5a TO 5d.

- 5a. Separate stations and groups of stations were used in the determination of equatorial gravity, the flattening, and the depth of compensation.
- **5b.** Separate stations and groups of stations were used and the flattening was held fixed at 1/298.2 in the determination of equatorial gravity and the depth of compensation.
- 5c. Separate stations only were used in the determination of equatorial gravity, the flattening, and the depth of compensation.
- 5d. Separate stations only were used and the flattening was held fixed at 1/298.2 in the determination of equatorial gravity and the depth of compensation.

UNITED STATES AND CANADIAN STATIONS EAST OF THE NINETY-EIGHTH MERIDIAN, SOLUTION 6.

6. Separate stations and groups of stations were used and the depth was held fixed at 113.7 km. in the determination of equatorial gravity and the flattening.

UNITED STATES AND CANADIAN STATIONS WEST OF THE NINETY-EIGHTH MERIDIAN, SOLUTION 7.

7. Separate stations and groups of stations were used and the depth was held fixed at 113.7 km. in the determination of equatorial gravity and the flattening.

STATIONS IN THE UNITED STATES, CANADA, SWITZERLAND, INDIA, ITALY, GERMANY, AND AUSTRIA, SOLUTIONS 88 AND 8b.

- 8a. Zones were used, the zones having equal weight, and the depth was held fixed at 113.7 km. in the determination of the equatorial gravity and the flattening.
- 8b. Zones were used, the zones weighted according to the aggregate number of stations and groups in a zone, and the depth was held fixed at 113.7 km. in the determination of equatorial gravity and the flattening.

UNITED STATES STATIONS IN MOUNTAINOUS REGIONS, SOLUTIONS 90. TO 9d.

- 9a. Separate stations only were used in the determination of equatorial gravity, the flattening, and the depth of compensation.
- 9b. Separate stations only were used and the flattening was held fixed at 1/298.2 in the determination of equatorial gravity and the depth of compensation.
- 9c. Separate stations and groups of stations were used in the determination of equatorial gravity, the flattening, and the depth of compensation.
- 9d. Separate stations and groups of stations were used and the flattening was held fixed at 1/298.2 in the determination of equatorial gravity and the depth of compensation.

For completeness and for comparison with the above formulas for the intensity of gravity there is given here Helmert's most recent formula.^a With probable errors attached it reads:

$$g_{o} = 978.052[1 + 0.005285 \sin^{2}\phi - 0.000007 \sin^{2} 2\phi + 0.000018 \cos^{2}\phi \cos^{2}(\lambda + 17^{\circ})] \\ \pm 3 \qquad \pm 5 \qquad \pm 3 \qquad \pm 4$$

in which ϕ , as usual, is the geographic latitude and λ is the longitude from Greenwich, east longitude being positive. The formula corresponds to a spheroid with three unequal axes, the shorter equatorial axis being in longitude 73° east from Greenwich and the longer, which exceeds the shorter by 230 m., in longitude 17° west of Greenwich. The reciprocal of the mean polar flattening is 296.7±0.4. The mean value of gravity over the sphere is 979.771 dynes. The formula is based upon 410 stations in all parts of the world selected for being neither too near to the coast nor to mountainous regions and upon certain coast stations which were given reduced weight. The coefficient of $\sin^2 2\phi$ is based on theory. (See p. 113.) The coast stations were used in determining all other constants except the first one, which from coast stations alone had the special value of 978.068 dynes. The precise number of coast stations is not given. The formula, when the first coefficient is used as 978.052, represents gravity reduced by the free-air method for stations in the interior and not in mountainous regions. No tests have yet been made to determine how well this formula represents gravity in the United States.

HELMERT'S DEPTH OF COMPENSATION FROM GRAVITY OBSERVATIONS.

Helmert derived a depth of compensation of about 120 km. from data for 51 selected coast stations distributed throughout the earth's surface.^b He used in his determination the differences between the observed values of gravity reduced to sea level by the free-air method and the values at sea level computed by his 1901 formula. The observed values were in general considerably greater than those computed.

The stations were arranged in several groups, each group containing the stations in some special type of topography, and a depth was derived from the data for each group, namely, that depth for which the correction for topography and isostatic compensation would account for the mean observed free-air anomaly of the group. For group 1 it was 107 km., for group 2 it was 124 km., and for groups 3 and 4 together 123 km.; the mean value was 118 km.

If the free-air method of reduction is used, Helmert's formula of 1901 should represent, on the average, gravity at stations in the interior, not in mountainous regions. But for stations in this class in the United States the average anomaly (free air) is +0.009 dyne. (See p. 67.) If the equatorial constant were increased to 978.039 to represent this class of stations better, the anomalies of the coast stations would be correspondingly reduced and the depths indicated would be: Group 1, 80 km.; group 2, 89 km.; groups 3 and 4 together, 78 km., with a mean of 83 km. Helmert's 1915 formula indicates that gravity in the United States is slightly below normal, for according to the formula minimum gravity occurs in longitude 107° west, and if allowance were made for this the previous correction of +0.009 dyne would be further increased and the resulting depth further diminished. A rough estimate of the effect of using Helmert's 1915 formula may be obtained by noting that according to it

[«] Sitzungsberichte der Königlich Preussischen Akademie der Wissenschaften, No. 41 (1915), p. 676, entitled "Neue Formein für den Verlauf der Schwerkraft in Meeresniveau beim Festlande."

b Encyclopädie der Mathematischen Wissenschaften Band VI 1B, Heft. 2 Die Schwerkraft und die Massenverteilung der Erde, p. 140.

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average gravity over the unit sphere is 0.016 dyne greater than according to his 1901 formula. If the anomalies in each group are diminished by 0.016 dyne, the depths implied are: Group 1, 62 km.; group 2, 64 km.; groups 3 and 4 together, 46 km., making the mean 58 km., which is about the value found by the various solutions for the United States, except the solution from the 56 stations in mountainous regions. This 58 km. by Helmert's method is of course based on anomalies at coast (and probably largely Cenozoic) stations, which, as is indicated in other parts of this volume, are subject to systematic errors due to smaller densities than normal in the upper strata of the earth's crust. While the value of 58 km. agrees well with the depth given for the Coast and Geodetic Survey formula for 1916 for the United States, it should not necessarily be considered as being nearer the truth than the greater depths.

Chapter IX.-SUMMARY.

The group of publications of the Coast and Geodetic Survey dealing with deflections and gravity values shows that isostasy exists in a form nearly perfect in the United States as a whole, also that there is nearly perfect isostasy in areas which form comparatively small percentages of the area of the entire country.

The conclusions which may be drawn from the investigation reported in this volume substantiate to a great extent the conclusions arrived at from previous investigations. This is an important fact, for 70 per cent more gravity stations in the United States were used at this time than in the preceding gravity investigation and many stations in Canada, India, and Europe, for which data were available, were also used.

The depth of compensation was derived from the 216 stations in the United States and was found to be 60 km. When the stations were divided into different groups, other depths were obtained. They agreed in general with the value determined from all of the stations. An exception is in the case of the stations in mountainous regions, 56 in all. The values of the depth of compensation determined from these are 111 km. and 95 km. on two somewhat different assumptions. Owing to the fact that at stations in mountainous regions above the general level the values of gravity are very sensitive to a change in depth, it is believed that the value of the depth determined from the stations in mountainous regions has greater strength than the other values.

The author believes that the best value for the depth of compensation is the mean of the Hayford value^a of 97 km., which was obtained from deflection data at stations in mountainous regions and the value of 95 km. derived from gravity data at stations in mountainous regions. This mean is **96** km. The author believes that future values of the depth of compensation derived from much more extensive data will fall between 80 and 130 km. (See p. 112 and fig. 8.)

For the United States there was found a decided relation between the sign of the Hayford gravity anomalies and the coast. The reason for this is explained in the following paragraphs. There was no relation found between the sign and the size of the Hayford anomalies and any other class of topography. There were found the usual relations between the elevations of the stations and the gravity anomalies based upon the Bouguer and the free air methods. (See p. 61 and figs. 13 and 14.)

Decided relations were found in the United States and in India between the sign of the gravity anomalies and the Cenozoic geologic formation. The anomalies at stations located on this formation tend to be negative. In the United States a number of the Cenozoic stations are located on or very near the coast. As stated above, there appeared to be a relation between the gravity anomalies and the coast. This is probably explained by the presence of the very light material of the Cenozoic formations, which is present along nearly all the Atlantic and Gulf coasts of the United States. It seems probable that the negative anomalies at Cenozoic stations are in large part due to the presence of subnormal densities in the upper crust below sea level.

There were found decided relations between the pre-Cambrian, Paleozoic, and Mesozoic formations and the sign of the gravity anomalies for the area of the United States. No very definite relations were observed in Canada and in India. (See pp. 70-84.)

It was found as a result of certain computations and investigations that local distribution of the compensation of a topographic feature is in general nearer the truth than regional distribution of the compensation out to the outer limit of zone O (167 km.). It is not clear whether local distribution is more probable than the regional distribution out to the limit of zone M (59 km.). (See pp. 91 and 92.)

• From A Supplemental Investigation in 1909 of the Figure of the Earth and Isostasy.

U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

The difference in the anomalies at two stations which are close together horizontally, but which have a large difference in the elevations, seemed to indicate some error in the height formula used to compute the correction to gravity for the elevation of the station above sea level. A careful study of the matter showed no error in the formula, but it seemed to indicate that the difference in the anomalies could result from the combination of several causes no one of which could alone make the difference. (See pp. 93-96.)

The best formula resulting from this investigation with which to obtain the theoretical value of gravity at any latitude in any part of the world was derived from 216 stations in the United States, 42 in Canada, 73 in India, and 17 in Europe, 348 stations in all. (See solution 8a, p. 127.) For each of these stations the reduction for topography and isostatic compensation had been made by the Hayford method, using the same or very similar tables to those in Special Publication No. 10.

The formula is

$\gamma_0 = 978.039 \ (1 + 0.005294 \sin^2 \phi - 0.000007 \sin^2 2\phi)$

in which γ_0 is the value of gravity sought and ϕ is the latitude of the station.

The first term of the formula is the theoretical value of gravity at the equator. From the constants of this formula was derived a value for the reciprocal of the flattening of the earth, which is **297.4**. This value of the flattening is very close to other values recently derived from geodetic data in the United States and elsewhere. In the author's opinion it may be considered as at least equal in strength to any other value derived from geodetic data. It is only 0.4 larger than Hayford's best value from deflections, 297.0. It is only 0.8 less than Helmert's value of 1901, and only 0.6 lower than the author's value of 1912. It is only 0.7 larger than Helmert's value of 1915.

The values of the terms in the other gravity formulas and for other depths of compensation are of interest and value as showing how conditions may be different in different parts of the country. The table of values shown on page 129 is remarkable in showing values which are so accordant although derived from data under different conditions and in different areas.

If we assume that all the differences between the observed and computed values of gravity in the United States are due to errors in the assumed equatorial gravity and the depth of compensation, then the most probable gravity formula derived from data in this country alone is

$\gamma_0 = 978.040 \ (1 + 0.005302 \ \sin^2 \phi - 0.000007 \ \sin^2 2\phi)$

and the derived depth of compensation is 60 km. The equatorial value of gravity in this formula agrees well with the world formula. It is from this formula that the 1916 Hayford anomalies were computed.

From the various evidence it may be concluded that the average depth is probably greater than 60 km. As stated above, it is probably not far from being 96 km.

The cause of the greater part of the anomalies is believed to be in general the deviation from normal in the densities in the upper crust probably not far below sea level.

The study of the tables and maps accompanying this volume will convince one that in the regions considered the deviation of the earth's crust from a state of perfect isostasy is slight, even for areas of comparatively small size.

The evidence near Seattle, Wash., Minneapolis, Minn., and Washington, D. C., is conclusive that the cause of an anomaly is not regional in extent. If it were, the anomalies which are close together would not show such changes in sign and size.

A problem presents itself to the geodesists of the world which can be easily solved. It is that each nation reduce its own gravity stations for topography and isostatic compensation by some rational method and publish the results. It will be well if the same system is employed by each nation, and to this end the International Geodetic Association will no doubt gladly lend its aid. If this work were done, the results would be of very great value to many branches of science.

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The arrangement of articles is approximately chronological, according to the date of publication.

There were premonitions of the idea of isostasy long before it was definitely formulated. The French expedition to Peru observed latitudes north and south of Mount Chimborazo, and Bouguer ^a expresses surprise at the small deflection of the vertical produced by the mountain, as compared with what he had been led to expect by his calculations from its size and density. He speculates on the possibility of cavities, but does not elaborate much on the subject. A more modern instance is that of Petit, who found the effect of the attraction of the Pyrenees on the latitude of Toulouse small but opposite in sign to what he had expected.^b Boscovich,^c in attempting to explain the phenomena, approaches the modern idea rather more closely. Commenting on Bouguer's result, he expresses the opinion that the mountains are swellings caused by the earth's internal heat. "If this be the case," he says, "no matter is added there and the empty space within the vitals compensates all the visible matter that rears itself up into the mountain mass." Probably examples of other premonitions could be gathered, but the subject passes beyond mere speculation only when some attempt is made to get a numerical estimate of the effects involved. Extensive calculation on the subject began with Archdeacon Pratt, whose name therefore heads the list.

The name "isostasy" seems to have been proposed and first used by Maj. C. E. Dutton. (See list for 1889 under his name.) Lowthian Green has been referred to as an early advocate of the idea of isostasy. His book, "Vestiges of the Molten Globe," London, 1873, is not available at this writing and references to it do not make plain whether he used the word "isostasy" or not. In any case Maj. Dutton seems to have coined the word independently.

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PART II.—SUMMARIES OF GRAVITY OBSERVATIONS AND DESCRIPTIONS OF STATIONS.

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CHAPTER I.—ABSTRACTS OF RESULTS.

In this part of the volume are given the abstracts of the observations made at the base station in the office of the United States Coast and Geodetic Survey at Washington, D. C., and at the field stations in the United States established in 1909 and later years, for which similar data have not already been published in the various reports of the Survey. There are also given the descriptions of all the stations.

An index on page 187 gives the names of the stations and the pages of the various publications in which gravity data may be found.

STANDARDIZATION OF THE PENDULUMS AND METHODS OF OBSERVING USED IN THE FIELD.

As is stated on page 49, the pendulums were standardized at the Washington station before and after a field season or between two seasons which were not long separated in time.

Usually the mean of the two values of the periods of a pendulum determined at the base station before and after a season's field work was used in the determination of the relative intensity of gravity at the field stations. An exception to this general rule occurred when it was found, after the season extending from June to December, 1909, that the periods of the pendulums had been affected between standardizations by a film of foreign substance, which had accumulated on the agate planes of the pendulums. Upon the removal of the film the pendulums resumed nearly their former Washington periods. (See p. 141.)

Beginning with the standardization of the pendulums in 1912, each of the pendulums had its period determined each time by swinging it continuously between consecutive determinations of the chronometer corrections. This plan has been followed since that time, both at the base station and in the field in establishing new stations. The previous custom had been to swing all of the pendulums of a set during the interval between two determinations of the chronometer corrections. It was only occasionally that more than two determinations of the chronometer corrections were made at a station.

Each of the pendulums of a set is now swung for at least 24 hours in three periods of 8 hours each, while previously each pendulum was swung for only 16 hours at a station in two periods of 8 hours each unless unfavorable weather prevented time observations on the stars at the end of the 48-hour period. In the earlier work the variation in the rate of the chronometers would occasionally make a large range in the values of the gravity at a station determined by the separate pendulums, but the mean of all the values was free from the effect of change in rate.

In the present method, where the period of a pendulum is obtained from separate time determinations, the result for any one pendulum is not affected by variation in the rate of the chronometers.

ABSTRACTS OF RESULTS.

In the table on pages 144-176 are given the pendulum observations and reductions for the stations in the United States which were determined in 1909 and later years. Similar data for the stations established before that year are given in other publications of the Survey,

which are indicated in the index on page 187. The number of a station is the same as was used in the various tables and the discussion in Part I of this volume. (See especially the table on pp. 50-52.)

The tables need little explanation. Under the heading "Total arc" are given the values of the arc through which the pendulum oscillates at the beginning and at the end of a period which is usually about 8 hours long. The period given has been corrected to reduce to an infinitesimally small arc.

The standard temperature is 15° C., and a correction is applied to the period for any deviation of the observed from the standard temperature. The standard pressure of the air in the pendulum case is 60 mm. of mercury. A correction must also be applied for deviations of the pressure from the standard.

Finally there is the correction for flexure. This is necessary because the force of the pendulum in motion makes a sympathetic swinging of the pendulum case and its support, and this in turn reacts on the pendulum and affects its period. The flexure is determined by means of the interferometer, which is described in Appendix 6 of the Report for 1910. The flexure of the case and its support makes the period too long, and consequently the correction necessary to reduce the period to what it would have been in a rigid structure is negative.

It will be noticed that the period of a pendulum is determined by its comparison with each of two chronometers. This is done to avoid mistakes and to make the effect of accidental errors smaller.

The coincidence interval, as its name suggests, is the time which elapses between two consecutive coincidences between the beat of the chronometer and the swing of the pendulum.

The pendulums were swung in the direct position in all cases, both at the base stations and in the field. This fact is indicated in column 3 of the tables. The pendulums are designated as A4, A5, and A6 in one set and B4, B5, and B6 in the other. The pendulums used are indicated in the second column.

The tables do not state whether there were local time observations or comparisons of the chronometers with the noon signals sent out from the Naval Observatory over the commercial telegraph lines (The Western Union and Postal Telegraph Companies). It is evident, however, from the data in the columns of corrections for rate that there was such a determination between the two swings where a change in the rate corrections occurs. If the rate corrections at a station are the same for each swing, then there were only two determinations of the chronometer corrections at that station, one at the beginning and the other at the end of the entire set of observations, as it is quite unlikely that the computed rates during two intervals between three different time comparisons would come out exactly identical.

During the first season of 1909, the season of 1914, and the first season of 1915 pendulum B4 showed great changes in its period. Careful inspection of the pendulum failed to discover any cause for this. It was finally decided to strengthen by an additional rivet the connection between the stem and the bob; after this was done no further trouble occurred.

There is given below a summary of the periods at the base station of the six United States Coast and Geodetic Survey pendulums. These periods were used in computing the relative intensity of gravity at the field stations. Summary of periods of pendulums resulting from standardizations at the base station, Coast and Geodetic Survey Office, Washington, D. C.

Date	Mean periods						Observer	
January, 1909. June, 1909. Docember, 1909. Docember, 1909. May, 1910. October, 1910. June, 1911. Do. January, 1912.	A4 0.5008393 .5008363 .5008363 .5008363 .5008363 .5008353 .5008348 .5008374 .5008360 .5008360 .5008392	A5 0.5006615 .5006612 .5006592 .5006592 .5006592 .5006592 .5006602 .5006618 .5006622 .5000632	A6 0.5006240 .5006251 .5006208 a.5006248 a.5006234 .5006233 .5006257 a.5006259 a.5006259 .5006289 .5006289	B4 0.5008091 .5008229 .5008257 .5008246 .5008246	B5 0.5007230 .5007212 .5007220 .5007220 .5007220	B6 0.5007031 .5007036 .5007040 .5007040 .5007016	W. H. Burger Do. Do. Do. H. D. King. T. L. Warner. Do.	
July, 1914 Do January, 1915. July, 1915. January, 1916. Mean.	. 5008377 . 5008385 . 5008373 . 5008379 . 5008392 . 5008369	. 5006623 . 5006639 . 5006629 . 5006629 . 5006639 . 5006613	b. 5006287 c. 5006272 . 5006288 . 5006278 . 5006301 . 5006362	.5008117 .5008119 .5008178 .5008299 .5008299	. 5007225 . 5007228 . 5007210 . 5007207 . 5007209 . 5007219	b, 5007026 c, 5007020 . 5007023 . 5007013 . 5007014 . 5007026	C.L.Garner and J. D. Powell. Do. Do. Do. Do.	

a The mean was used.

Bate corrections were determined from star observations.
 Rate corrections were determined from the noon signals sent by telegraph from the Naval Observatory at Washington, D. C.

During the second season of 1909, mentioned on page 139, in which the periods of the pendulums were affected by films of foreign substance on the agate planes on which the pendulums swing, W. H. Burger established the following stations in the order given. The table shows which stations were reoccupied, the name of the second observer, and the value of gravity adopted.

Number and name of station	Reoccupied in 1910 or 1911 by—	Adopted value of gravity	Number and name of station	Reoccupied in 1910 or 1911 by—	Adopted value of gravity
 Cloudland, Tenn. Hughes, Tenn. Fort Kent, Me. North Hero, Vt. Lake Placid, N. Y. Potsdam, N. Y. 	T. L. Warner H. D. King	979. 643 980. 588	 Wilson, N. Y. Alpena, Mich. Alpena, Mich. Forn River, Mich. Ely, Minn. Pernbina, N. Dak. Mitcheil, S. Dak. 	H. D. King.	960. 633

In order to strengthen the field work, stations Hughes, North Hero, and Iron River were reoccupied as is indicated in the above table. The King and Warner values were adopted for North Hero and Hughes, respectively. The Burger value for Iron River when the November 4 to 10, 1909, Washington periods were used differed only 0.006 from King's value. The mean of the two determinations for that station was adopted. The November 4 to 10, 1909, Washington periods were also used in computing the value of gravity at Ely, Pembina, and Mitchell. (See p. 87 of Special Publication No. 10).

For Cloudland the Washington periods of November 4 to 10, 1909, and Warner's periods at station Hughes were used as standard values. North Hero and Iron River, with their adopted values of gravity, were used as the base stations for Lake Placid, Potsdam, Wilson, and Alpena. Hughes and North Hero, with their adopted values of gravity, were used as bases in determining the value of gravity at Fort Kent.

From July, 1914, until January, 1916, the chronometer corrections at the base stations and at field stations were obtained from comparisons with the noon signals sent over the lines of the Western Union and the Postal Telegraph companies from the Naval Observatory at Washington. At the beginning of each month the corrections to the time as sent out by the observatory were furnished for each day of the preceding month. These corrections were seldom greater than 0.10 second. Before the year 1914 the chronometer rates were determined by the gravity parties from local time observations on the stars with an astronomic transit.

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The tests at the base station and at field stations showed that the time by telegraph gave as satisfactory results as the time determined by local astronomic observations. Of course there were errors in the absolute time as received at a field station over the telegraph wires due to the time of transmission, but this error was probably very nearly the same for each day at a station, and the effects on the rate determinations of the chronometers were not appreciable.

In the table on page 141 there are given the results of two standardizations in July, 1914, one with local time and the other with time from the observatory. The two results agree closely.

There are given below the values of the gravity at three stations at which both local and Naval Observatory time was used in rating the chronometers. The values indicate that the observatory time by telegraph is satisfactory.

Name of station	Observer	Date	Time used	Observed gravity
Wilmer, Ala Albany, N. Y Little Rock, Ark	 H. D. King. C. I. Garner T. L. Warner C. L. Garner G. R. Putnam J. D. Powell 	1911 1914 1911 1914 1914 1896	Local time Noon signals Local time Noon signals Local time Noon signals	979, 346 979, 345 980, 344 980, 344 979, 720 979, 728

The use of the observatory time materially lessens the work and the cost of establishing a gravity station.

There is given below a table which shows the chronometer rates at stations near and at others which are distant from Washington. These rates were determined from the comparisons with the Naval Observatory time received by telegraph. The range in the daily rates at the distant stations is about the same as the range for the near ones. As there are two chronometers, it can be seen whether the rates are due to errors in the time signals or to conditions not connected with those signals. For instance, when the rate for one day is considerably lower by both chronometers than for the other two days it is probable that this is due to the time signals. This might be the case for the first 24-hour period at station 194 (Huntley, Mont.). This is also the case for the first interval at station 202 (Moorcroft, Wyo.). Here the error was of such size that the observer swung his pendulums a fourth day. On the other hand, at station 192 (Poplar, Mont.) the third day gives a low rate for one chronometer and a normal rate for the other, and the cause of the variation of the first could not have been an error in the time signals.

The chronometers are subject to the temperature changes which occur in the pendulum room, which no doubt cause variations in the rates, but, as the pendulums are swung almost continuously for the interval between the determinations of the chronometer corrections, no appreciable errors enter into the mean period for a pendulum from the variation in rate.

Chronometer rates.

STATIONS NEAR WASHINGTON (MAXIMUM DISTANCE 800 KM.).

		Daily	7 rates			Daily	rates
Number and name of station	Date, 1915	Chro- nometer No. 1823	Chro- nometer No. 1841	Number and name of station	Date, 1915	Chro- nometer No. 1823	Chro- nometer No. 1841
146. Richmond, Va 147. Emporia, Va 148. Greenville, N. C 149. Wilmington, N. C 149. Wilmington, N. C 150. Cheraw, S. C 151. Charlotte, N. C 154. Winston-Salem, N. C 152. Asheville, N. C	Feb. 9-10 Feb. 10-11. Feb. 11-12 Feb. 24-25. Feb. 25-26 Mar. 9-10 Mar. 10-11. Mar. 10-11. Mar. 10-11. Mar. 10-17 Mar. 18-19. Mar. 25-28 Mar. 26-27 Mar. 29-30. Apr. 5-6 Apr. 6-7 Apr. 7-8 Apr. 12-13 Apr. 13-14. Apr. 13-14. Apr. 12-13 Apr. 22-23 Apr. 22-23 Apr. 22-24 Apr. 22-24 Apr. 22-24 Apr. 22-24 Apr. 24-26 Apr. 24-26	Seconds -3.89 -3.78 -3.78 -3.85 -3.85 -3.85 -3.81 -3.85 -3.66 -3.66 -3.66 -3.66 -3.66 -3.66 -3.66 -3.64 -3.55 -4.02 -3.55 -4.02 -5.55 -4.02 -4.02 -4.02 -4.02 -5.55 -4.02 -4.02 -4.02 -4.02 -5.65 -5.66 -5.55 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -4.02 -5.55 -5.5	Seconds -2.07 -2.27 -2.18 -1.82 -2.82 -2.88 -2.89 -3.15 -2.99 -3.19 -2.99 -3.19 -2.99 -3.20 -3.20 -3.20 -3.30 -3.00	155. Knoxville, Tenn 156. Bristol, Va 209. Laurel, Md 212. Rockville, Md 214. Fairfax, Va 213. Upper Marlboro, Md 219. Hagerstown, Md	May 10-12. May 12-13. May 13-14. May 19-20. May 20-21. Nov. 18-19. Nov. 21-22. Nov. 21-22. Nov. 22-22. Nov. 22-30. Dec. 24. Dec. 4-5. Dec. 10-21. Dec. 12-13. Dec. 13-14. 1916. Jan. 8-9. Jan. 9-10. Jan. 10-11.	$\begin{array}{c} Seconds \\ -3, 47 \\ -3, 71 \\ -3, 45 \\ -3, 92 \\ -3, 89 \\ -2, 19 \\ -2, 24 \\ -2, 24 \\ -2, 24 \\ -2, 24 \\ -2, 24 \\ -1, 51 \\ -1, 68 \\ -2, 20 \\ +0, 27 \\ +0, 45 \\ +2, 26 \\ +2, 26 \\ +1, 52 \\ +1, 52 \\ +1, 52 \\ -1, 92 \\ -1, 92 \\ -2, 09 \end{array}$	$\begin{array}{c} Seconds \\ -3.23 \\ -3.40 \\ -3.36 \\ -3.58 \\ -3.61 \\ -3.42 \\ +3.08 \\ +3.45 \\ +2.55 \\ +2.255 \\ +2.255 \\ +2.255 \\ +2.46 \\ +3.40 \\ +3.40 \\ +3.41 \\ +3.72 \\ +3.86 \\ +3.35 \\ +3.35 \\ +3.57 \end{array}$

STATIONS DISTANT FROM WASHINGTON (MAXIMUM DISTANCE 2700 KM.; MINIMUM DISTANCE 1400 KM.).

The second se		Daily	7 rates	A F FLAG ANALYSI ITTEN		Daily rates	
Number and name of station	Date, 1915	Chro- nometer No. 1828	Chro- nometer No. 1838	Number and name of station	Date, 1915	Chro- nometer No. 1828	Chro- nometer No. 1838
196. Aberdeen, S. Dak	Aug. 5-6 Aug. 6-7. Aug. 7-8 Aug. 12-13. Aug. 13-14. Aug. 14-15 Aug. 20-21. Aug. 22-22. Aug. 22-28. Aug. 22-28. Aug. 22-28. Aug. 22-28. Aug. 22-28. Sept. 2-4. Sept. 2-4. Sept. 12-13 Sept. 13-14 Sept. 17-18 Sept. 19-10. Sept. 22-23 Sept. 2-4. Sept. 24-28 Sept. 24-28	$\begin{array}{c} Seconds \\ -2.10 \\ -2.21 \\ -2.21 \\ -2.14 \\ -2.18 \\ -2.24 \\ -1.90 \\ -1.61 \\ -1.50 \\ -1.91 \\ -1.62 \\ -1.87 \\ -1.61 \\ -1.62 \\ -1.87 \\ -1.01 \\ -1.10 \\ -1.12 \\ -1.01 \\ -1.62 \\ -0.13 \\ -0.66 \\ \end{array}$	$\begin{array}{c} Seconds \\ +8.14 \\ +8.26 \\ +8.34 \\ +6.62 \\ +7.48 \\ +7.7.87 \\ +7.87 \\ +7.87 \\ +7.87 \\ +5.525 \\ +4.497 \\ +5.285 \\ +5.285 \\ +1.44 \\ +1.29 \\ +1.36 \\ +1.36 \\ +1.36 \\ +1.47 \end{array}$	195. Lander, Wyo 198. Edgemont, S. Dak 202. Moorcroft, Wyo 201. Wasta, S. Dak 206. Valentine, Nebr 205. Randolph, Nebr 208. Leon, Iowa	Sept. 29-30 Sept 30-Oct. 1-2 Oct. 3-7 Oct. 5-7 Oct. 3-9 Oct. 12-13. Oct. 12-13. Oct. 12-14 Oct. 14-15. Oct. 15-16. Oct. 21-22. Oct. 21-22. Oct. 22-23 Oct. 28-29. Nov. 2-3. Nov. 2-3. Nov. 4-5. Nov. 4-5. Nov. 11-12. Nov. 12-13	$\begin{array}{c} Seconds \\ -2.31 \\ -2.33 \\ -2.17 \\ -1.74 \\ -1.83 \\ -2.01 \\ 0.00 \\ -1.40 \\ -0.74 \\ -1.01 \\ -1.00 \\ -1.16 \\ -1.18 \\ -1.85 \\ -1.88 \\ -1.91 \\ -1.46 \\ -1.42 \\ -3.27 \\ -3.38 \\ -2.95 \end{array}$	$\begin{array}{c} Seconds \\ +2.17 \\ +2.18 \\ +2.18 \\ +2.48 \\ +2.48 \\ +2.48 \\ +2.48 \\ +3.26 \\ +2.48 \\ +3.26 \\ +2.48 \\ +2.25 \\ +2.08 \\ +3.36 \\ +3.26 \\ +3.26 \\ +3.86$

Pendulum observations and reductions.

[Chronometer numbers are shown in boldfaced type, both in box headings and the body of the table.]

Name - Construction of the Owner of the Owne		Mann a		Dynca	
		e	a	Dynes	
A second s	ted		Mean	 \$. \$.50.5005814 \$.50058134 \$.50058134 \$.50058124 \$.50058126 <li< td=""><td>5008008 5008104 5008104 5008104 5008104 5008104 5008109 5008078 50080723 5007231 5007233 50077045 50077045 50077045 50077045</td></li<>	5008008 5008104 5008104 5008104 5008104 5008104 5008109 5008078 50080723 5007231 5007233 50077045 50077045 50077045 50077045
	riod correct		Chronom- eter No. 1841	8.00,5008-407 5008-418 5008-418 5008-418 5008-413 5008-51 5008-5008-5008-	5008.090 5008.090 5008.107 5008.107 5008.107 5008.107 5008.0783 5008.07232 50077232 50077723 50077723 50077723 5007772 5007772 5007772 50077772 5007777777777
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U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

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U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

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Pendulum observations and reductions-Continued.

980.506 ±0.001	980.169 ±0.001	980.624 ±0.001	980. 738 ±0,000	980.679 ±0.000	980. 211 ±0.001	980. 094 ± 0. 001	680.726 ±0.001	
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U. S. COAST AND GEODETIC SUBVEY SPECIAL PUBLICATION NO. 40.

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Pendulum observations and reductions-Continued.

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U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

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U. S. COAST AND GEODETIC SUBVEY SPECIAL PUBLICATION NO. 40.

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Pendulum observations and reductions-Continued.

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	Station and observer	Vashington, D. C., Coast and Geodetic Burvey Office, T. L. Warnet.	Pashington, D. C., Coast and Geodetic Burvey Office, T. L. Warner.	Pashington, D. C., Coss and Geodetic Burvey Office, John D. Powell.	sahington, D. C., Coast and Geodetic Burvey Office, John D. Powell.

Pendulum observations and reductions-Continued.

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Pendulum observations and reductions-Continued.

U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 46.

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U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

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INVESTIGATIONS OF GRAVITY AND ISOSTASY.

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Pendulum observations and reductions-Continued.

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	978. 985 ± 0.001	979. 135 ±0.002	978. 243 ±0.002	979.235 ±0.001	979.257 ±0.001
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U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

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		Date	1915 Mar. 26-27. Mar. 27. Mar. 27. Mar. 27. Mar. 28. Mar. 28. Mar. 29. Mar. 29.	Apr. 1. Apr. 1-2. Apr. 2. Apr. 2. Apr. 3. Apr. 3. Apr. 3.	Apr. 8 Apr. 9 Apr. 9 Apr. 9 Apr. 9-10 Apr. 10-11 Apr. 10-11 Apr. 11	Apr. 15 Apr. 15-16 Apr. 16 Apr. 16 Apr. 16 Apr. 17 Apr. 17 Apr. 17 Apr. 17 Apr. 17 Apr. 18 Apr. 18	Apr. 21 Apr. 21-22 Apr. 22 Apr. 22-33 Apr. 22-33 Apr. 23-33 Apr. 23-34 Apr. 23-34
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		Swing No.			600-1004 k0 m ⊨	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~00400400
		Station and observer	No. 163. Albany, Ga., C. L. Garnet.	No. 182. Macon, Ga., C. L. Garner.	No. 168. Opelika, Ala., C. L. Garner.	No. 174. Birmingham, Ala., C. L. Garner.	No. 166. Huntsville, Ala, C.L.Garner.

INVESTIGATIONS OF GRAVITY AND ISOSTASY.

879.439 主0.000		979.360 ±0.001	979.600 ±0.001	979.740 ±0.001	979.828 ±0.001	979.855 土0.000	979,855 ±0.001
979.440 979.437 979.437 979.438 979.440 979.440 979.441	979.440 979.443 979.437 979.436	979.361 979.357 979.355 979.355 979.355 979.359 979.358 979.358 979.358	979.605 979.605 979.605 979.596 979.596 979.596 979.596	979. 744 979. 741 979. 741 979. 741 979. 741 979. 745 979. 745 979. 745 979. 736 979. 736 979. 736	979. 335 979. 335 979. 830 979. 830 979. 830 979. 830 979. 830 979. 832 979. 832	979.856 979.854 979.853 979.853 979.857 979.857 979.853 979.853 979.853	979.858 979.855 979.855 979.855 979.855 979.855 979.855 979.855 979.855
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Apr. 28-20. Apr. 28-20. Apr. 29-30. Apr. 30. Apr. 30.	May 1. May 1-2.	May 5-6. Muy 5-6. Muy 6-7. Muy 6-7. May 7-8. May 7-8. May 7-8.	May 21.22. May 21.22. May 22. May 22.23. May 23.	May 27.28. May 27.28. May 28. May 28.20. May 29.30. May 29.30.	June 2. June 2.3. June 3. June 3. June 4. June 4. June 4.	June 8-9. June 9-9. June 9-10. June 10. June 10. June 10. June 10.	June 15 June 15-16 June 16 June 16 June 17 June 17 June 17 June 17
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Greenville, L. Garner.		Pensacola, L. Garner.	L. Garner.	Memphis, D.L. Garner.	Mammoth Ark., C. L.	Iopkinsville, L. Garner.	arrville, Ky.,
No. 173. Ala., C.		No. 164. Fla., C.	No. 167. A Ark., C.	No. 168 Tenn., (No. 100. Spring, Garner,	No. 170. F Ky., C.	No. 171. D C. L. Ga

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U. S. COAST AND GEODETIC SURVEY SPECIAL PUBLICATION NO. 40.

	Mean g	Dynes 979.881 ±0.000	979.844 ± 0.001	979.869 ±0.001		980.550 主0.001
	0	Dynes 979, 882 979, 880 979, 880 979, 881 979, 881 979, 881 979, 881 979, 881 979, 881 979, 881	979, 846 979, 845 979, 842 979, 842 979, 847 979, 847 979, 845 979, 845 979, 845 979, 841	828.676 828.676 828.676 846.676 846.6766 84		080. 557 980. 552 980. 552 980. 552 980. 548 980. 548 980. 547 980. 548
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Pe	Chronom- eter No. 1328	8.2008059 0.5008059 5008059 5008075 5008075 5007208 5007228 500058825 50008825 50008825 50008825	5009056 5009056 5008065 5008065 5007804 5007804 5007804 5006870 5006870 5006870 5006870	5009008 5009008 5009034 5009034 5007282 5007282 5007283 5007283 5007283 5007283 5007283 5007283 5007833 5007783 5007783 5007833 5007833 5007783 500783 5007783 5007783 5007783 500783 5007783 5007783 5007783 500785 50075505 50075055 5007555 50075550	5004579 5004579 5004525 5004055 5004055 52040055 52040055 52040055 52040055 52040055 52040055	5007248 5007248 50072702 5007272 50075275 50005425 50005425 50001100 50001189 5005189
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orrected	hronom- eter No. 1838	8. 5008782 5008782 5008769 5007036 5007037 5007037 5006682 5006682 5006682	5006903 500894 500894 5005894 5007170 5007182 5006857 5006857 5006843 5006843	5008052 5008022 5008022 5008022 500055 500055 500055 50005 500	5008217 5008242 5008242 5008242 5006478 5006488 5006484 5006135 5006135	5006900 5006906 5006906 5005162 5005186 50051986 5001859 5001859 5001859
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arc	Final	72.1 2.1 2.2 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 1.8 2.0 1.8 2.0 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.1 1.8 2.8 2.8 1.8 2.8 1.8 2.8 1.8 2.8 1.8 2.8 1.8 2.8 2.8 1.8 2.8 2.8 1.8 2.8 2.8 2.8 2.8 2.8 2.8 2.8 2.8 2.8 2	1.9801993329	10000000000000000000000000000000000000	11112212280	1.01
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Coincid	Chro- nome- ter No.	8. 52 265. 52 265. 35 265. 17 326. 00 325. 64 325. 70 341. 78 341. 78	266.30 266.71 266.18 328.26 327.54 342.76 342.40 342.36	265.83 265.83 265.83 326.68 327.24 332.46 342.49 342.49 342.12 342.22 342.12 343.14 343.14	283.08 283.18 283.18 354.54 354.54 354.64 373.49 373.49 373.49	334.82 333.60 333.60 433.61 432.32 431.44 456.48 456.48 456.16
	Date	1915 June 21-22 June 22 June 22 June 22 June 23 June 23 June 23 June 23 June 23	June 27. June 2728. June 28. June 28. June 29. June 29. June 20.	July 2. July 2. July 3. July 3. July 4. July 4. July 5. July 5. July 5. July 5.	July 12.13. July 12.13. July 13.13. July 13.14. July 14.15. July 14.15. July 14.15.	Aug. 5. Aug. 5-6. Aug. 5-6. Aug. 6. Aug. 6. Aug. 7-8.
	Posi- tion					
	Pen- du- lum	A6 A55 A55 A55 A55 A55 A55 A55 A55 A55 A	A6 A55 A55 A55 A55 A55 A55 A55 A55 A55 A	A66 A66 A66 A66 A66 A66 A66 A66 A66 A66	266 255 255 255 255 255 255 255 255 255	A666444
	Swing No.	\$\$\$ 1 \$\$ \$\$ \$\$ \$\$ \$\$	100409200	210 08402+831	H C1 C2 4 10 C2 10 C0 C0 C3	0 00 - 1 00 Co + CO PO IN IN
	Station and observer	No. 176. Prestonsburg, Ky., C. L. Garner,	No. 172. Clifton Forge, Va., C. L. Garner,	No.« 175. Lexington, Va., C. L. Gamer.	Washington, D. C., Coast and Geodetic Burrey Office, C. L. Garner.	No. 186. Aberdeen, 8., Dak., C. L. Gamer.

Pendulum observations and reductions-Continued.

980.404 ±0.000	980. 814 ±0.000	990. 810 ±0.001	980. 727 ±0.001	980, 521 ±0.001	980.539 ±0.001
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Pendulum observations and reductions-Continued.

#### INVESTIGATIONS OF GRAVITY AND ISOSTASY.

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Pendulum observations and reductions-Continued.

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Chapter II.-DESCRIPTIONS OF STATIONS.

There are given below the descriptions of the 219 stations in the United States with the years in which they were established. The description is designed to enable one to recover the place where the pendulums were swung. The numbering of the stations is the same as that used in other parts of this volume.

No. 1, Key West, Fla. (1896) .-- Post office, southeast basement room. The case was mounted on the concrete floor.

No. 2, West Palm Beach, Fla. (1909).-Zapi's Opera House, room in basement under north part of building. The case was mounted on a concrete pier against a stone wall.

No. 3, Punta Gorda, Fla. (1909).—Punta Gorda Hotel, in the space partly walled in under the main entrance. The case was mounted on a low pier of concrete and brick against a buttress of the wall.

No. 4, Apalachicola, Fla. (1909).—Observatory pendulum room on Weather Bureau signal grounds near the center of the Florida Promenade Park between Fifth and Sixth Avenues and First and Second Streets, extended. The case was mounted on a low brick pier.

No. 5, New Orleans, La. (1895).-City Hall, hallway in basement of building. The case was mounted on the slate floor.

No. 6, *Rayville, La.* (1909).—Dr. J. H. Wilkins's office, medicine room in southeast corner of small one-story brick building south of the Vicksburg, Shreveport & Pacific Railway tracks and three and one-half telegraph poles west of the crossing of the Vicksburg, Shreveport & Pacific and the St. Louis, Iron Mountain & Southern Railways. The case was mounted on bricks cemented together and to the concrete floor.

No. 7, Galveston, Tex. (1895).-Ball High School, storeroom on the ground floor. The case was mounted on the concrete floor.

No. 8, Point Isabel, Tex. (1909).—Constructed pendulum room 2.65 meters north and 0.67 meter west of the longitude pier used by Assistant Smith in 1906 and about 110 meters north of the lighthouse. The case was mounted on a low concrete pier.

No. 9, Laredo, Tex. (1895).—Commissary of Fort McIntosh, room in the basement. The case was mounted on a low brick pier build against the foundation wall.

No. 10, Austin, Tex. (capitol) (1895).—Capitol Building, basement room southeast of the rotunda. The case was mounted on the concrete floor.

No. 11, Austin, Tex. (university) (1895).—University of Texas, main building, Aquarium room in basement. The case was mounted on the corner of a concrete wall.

No. 12, McAlester, Okla. (1909).—High school just east of the Masonic Temple, northeast corner of the shower-bath room on the ground floor. The case was mounted on three 6-inch cube stone blocks, each cemented to the concrete floor.

No. 13, Little Rock, Ark. (1896 and 1914).-Post office, north center basement room. The case was mounted on the concrete floor.

No. 14, Columbia, Tenn. (1909).-Old dormitory of the high and public school, in southeast corner of basement near bathing tank. The case was mounted on three 6-inch concrete blocks, each cemented to the concrete floor.

No. 15, Atlanta, Ga. (1896).—State Capitol, northwest basement room of the Washington Street wing. The case was mounted on the asphaltum floor.

No. 16, McCormick, S. C. (1909).—McCormick oil mill of the Anderson Phosphate Co., four and one-half telegraph poles west of the Charleston & Western Carolina Railway depot, in the southeast corner of the furnace room at the south end of the building. The case was mounted on a low brick pier.

No. 17, Charleston, S. C. (1896).—South Carolina Military Academy (citadel), storeroom in the southwest corner of the ground floor. The case was mounted on the brick floor.

No. 18, Beaufort, N. C. (1909).—Masonic Hall on Turner Street, one block south of the courthouse; small room near the center of the north side of the basement. The case was mounted on a low concrete pier.

No. 19, Charlottesville, Va. (1894).-University of Virginia, basement of biological laboratory. The case was mounted on a low brick pier.

No. 20, Deer Park, Md. (1894).—East corner of swimming-pool building west of the Deer Park Hotel. The case was mounted on a low stone pier.

No. 21, Washington, D. C. (1900).—Office of the United States Coast and Geodetic Survey, New Jersey Avenue and B Street SE., pendulum room in southwest corner of basement. The case was mounted on a massive brick pier.

No. 22, Washington, D. C. (Smithsonian Institution) (1891).—Northeast basement of the Smithsonian Institution. The case was mounted on a brick pier.

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No. 23, Baltimore, Md. (1893).-Johns Hopkins University, basement of the physical laboratory. The case was probably mounted on a brick or masonry pier.

No. 24, Philadelphia, Pa. (1894).-University of Pennsylvania, small room in northwest corner of basement of College Hall. The case was mounted on the concrete floor.

No. 25, Princeton, N. J. (1894).—College of New Jersey, basement of magnetic observatory or electrical building. The case was mounted on a tall brick pier.

No. 26, Hoboken, N. J. (1891).—Basement of the Stevens Institute of Technology. The case was probably mounted on a brick or masonry pier.

No. 27, New York, N. Y. (1899).—Columbia University, in a small room in the sub-basement near the center of the front of the Physics Building. The case was mounted on a brick pier.

No. 28, Worcester, Mass. (1899).—Worcester Polytechnic Institute, in the southwest corner of the constant temperature room of the physical laboratory which is near the middle of the north side of the basement. The case was mounted on a stone pier.

No. 29, Boston, Mass. (1894).-New addition to State house, vault in northeast part of basement. The case was mounted on the concrete floor.

No. 30, Cambridge, Mass. (1894).—Harvard College Observatory, basement room north of equatorial foundation. The case was mounted on the heavy stone doorsill.

No. 31, Calais, Me. (1895).-Basement of high-school building. The case was mounted on the concrete floor.

No. 32, Ithaca, N. Y. (1894).—Cornell University, in the metric room in the northeast part of the basement of Lincoln Hall. The case was mounted on a tall brick pier.

No. 33, Cleveland, Ohio (1894).—Adelbert College, in balance room in the west corner of the basement. The case was mounted on a large brick pier with capstone.

No. 34, Cincinnati, Ohio (1894).—Cincinnati Observatory on Mount Lookout, in the basement north of the foundation of the meridian circle. The case was mounted on a low brick pier built on the brick floor.

No. 35, Terre Haute. Ind. (1894).-Rose Polytechnic Institute, in the west room of the basement of the main building. The case was mounted on a large brick pier with slate top.

No. 36, Chicago, Ill. (1894).—University of Chicago, constant temperature room in the northeast part of the main floor of the Ryerson Physical Laboratory. The case was mounted on a massive brick pier with capatone.

No. 37, Madison, Wis. (1906).—University of Wisconsin, in the basement of Science Hall. The case was mounted on a brick pier.

No. 38, St. Louis, Mo. (1894).—Washington University, in the south basement room of the chemical laboratory, which is near the northwest corner of St. Charles and Seventeenth Streets. The case was mounted on a low pier built on the brick floor.

No. 39, Kansas City, Mo. (1894).—Franklin School at the northeast corner of Washington Avenue and Fourteenth Street, in a small storeroom in the south part of the basement. The case was mounted on bricks cemented to the concrete floor.

No 40, Ellsworth, Kans. (1894).--Ellsworth County courthouse, near the center of the basement. The case was mounted on a large stone doorsill.

No. 41, Wallace, Kans. (1894).-Stone residence northwest of station belonging to the Union Pacific Railway, in the basement. The case was mounted on a stone doorsill.

No. 42, Colorado Springs, Colo. (1894). —Colorado College, small room near northeast corner of basement of Hagerman Hall. The case was mounted on a low pier built on the concrete floor.

No. 43, Pikes Peak, Colo. (1894).—Small storeroom at south end of stone building on the east side of the summit. The case was mounted on large stones cemented to the concrete floor.

No. 44, Denver, Colo. (1894).—University of Denver, in the basement of Chamberlin Observatory south of the equatorial foundation. The case was mounted on large stones cemented to the concrete floor.

No. 45, Gunnison, Colo. (1894).-La Veta Hotel, small room beneath the sidewalk at the northeast corner. The case was mounted on a heavy stone doorsill.

No. 46, Grand Junction, Colo. (1894).—Brunswick Hotel, on Main Street west of Fourth Street, in the cellar under the northeast corner. The case was mounted on a low brick pier.

No. 47, Green River, Utah (1894).-Palmer House, in the east corner of the cellar under the south part of the building. The case was mounted on a low brick pier built on the concrete floor.

No. 48, Pleasant Valley Junction, Utah (1894).—Residence of T. Arrowsmith, about 65 meters north of the Rio Grande Western Railway station, in the west corner of the cellar. The case was mounted on a low brick pier.

No. 49, Salt Lake City, Utah (1894).—Small astronomical observatory in the southeast corner of Temple Block. The case was mounted on a stone pier 1 meter high.

No. 50, Grand Canyon. Wyo. (1894).—Canyon Hotel, in Yellowstone Park, in the unfinished basement at the west end of the main building. The case was mounted on a low brick pier.

No. 51, Norris Geyser Basin, Wyo. (1894).—In Yellowstone Park, in a small room at the entrance to the storehouse west of the lunch station at Norris Geyser Basin. The case was mounted on three wooden posts driven into the ground and braced.

No. 52, Lower Geyser Basin, Wyo. (1894).—Fountain Hotel, in Yellowstone Park, in an unfinished room in the basement at the north end of the central wing. The case was mounted on a low brick pier.

No. 53, Seattle, Wash. (university) (1899).—Washington State University, just northeast of Lake Union, in the physical laboratory which is near the east end of the basement of the main building. The case was mounted on a masonry pier with marble top.

No. 54, San Francisco, Cal. (1891).—This station is probably located in the Davidson Observatory in Lafayette Park. The case was mounted on a brick pier.

No. 55, Mount Hamilton, Cal. (1891).-Lick Observatory, on Mount Hamilton. The case was mounted on a brick pier.

No. 56, Seattle Wash. (high school) (1891 and 1899).—High-school building, in a small room used for storing arms partitioned off from the northwest room of the basement. The case was mounted on the concrete floor.

No. 57, Iron River, Mich. (1909 and 1910)—High school, just north of the center of town and two blocks west of the railway depot, in a small room in the basement, which is near the foot of the stairway leading from the western one of the main entrances to the basement floor. The case was mounted on three bricks cemnted to the concrete floor, one brick under each footplate.

No. 58, Ely, Minn. (1909).-High school, 1905, small storage room under stair landing in west end of basement. The case was mounted on the concrete floor.

No. 59, Pembina, N. Dak. (1909).—Public school, also used as high school, temporary room constructed in west corner of the basement. The case was mounted on low concrete pier.

No. 60, Mitchell, S. Dak. (1909).—Dakota Wesleyan University, College Hall 1889, chemical storeroom in the south side of the basement about 30 feet from the southwest corner of the building. The case was mounted on the concrete floor.

No. 61, Sweetwater, Tex. (1910). --Cyclone cellar of Russell Rhoades just to the rear of his dwelling, which is the second house on the east side of the street leading south from the Texas & Pacific Railway tracks to the Sweetwater Mineral Springs Park. The case was mounted on the concrete floor.

No. 62, Kerrville, Tex. (1910).-Lowry Block, a little south of the courthouse grounds, in the basement. The case was mounted on the concrete floor.

No. 63, El Paso, Tex. (1910).-El Paso High School, North Kansas and Arizona Streets, small room under stairway in the southwest side of the basement and near the outside basement door. The case was mounted on the concrete floor.

No. 64, Nogales, Ariz. (1910).—Public-school building, small room used as library and storeroom in the south aide of the basement. The case was mounted on a concrete pier.

No. 65, Yuma, Ariz. (1910).—Public-school building, corner of Second Avenue and Third Street, a temporary room constructed in the southeast corner of the basement room which is to be used for manual training. The case was mounted on the concrete floor.

No. 66, Compton, Cal. (1910).—High school, in the northeast corner of the southwest corner room of the basement. The case was mounted on the concrete floor.

No. 67, Goldfield, Nev. (1910).-High school, corner of Ramsey and Euclid Streets, in small oil room on the boys' ride of the basement near the northwest side of the building. The case was mounted on the concrete floor.

No. 68, Yavapai, Ariz. (1910).—Yavapai Point, in small tunnel on the rim of the Grand Canyon, 1.2 miles east of El Tovar Hotel. The case was mounted on three stones cemented to the rocky floor of the tunnel.

No. 69, Grand Canyon, Ariz. (1910).—Bright Angel trail, in a tunnel on the mining claim of Mr. Cameron near the bottom of the Grand Canyon, 55 paces west from the steep part of the trail known as the "corkscrew" and 12 feet above the bed of a creek. The case was mounted on three stones embedded in a 4-inch layer of concrete on the rocky floor of the tunnel.

No. 70, Gallup, N. Mex. (1910).—Public-school building, temporary room constructed in the northeast corner of the basement. The case was mounted on a low concrete pier.

No. 71, Las Vegas, N. Mex. (1910).---Normal school on Main Street between Eighth and Ninth Streets, East Las Vegas, girls' dormitory, a temporary room constructed in the southeast corner of the west room of the basement. The case was mounted on the concrete floor.

No. 72, Shamrock, Tex. (1910).—Cyclone cellar near the northwest corner of the residence of E. H. Small, about one-half mile southwest of the main part of Shamrock. The case was mounted on the concrete floor.

No. 73, Denison, Tex. (1910).—High school, northwest corner of Main Street and Barrell Avenue, in basement storeroom between the physical and chemical laboratories. The case was mounted on three concrete blocks, each cemented to the concrete floor.

No. 74, Minneapolis, Minn. (1910).—University of Minnesota, constant temperature room, near the center of the basement of the physical laboratory. The case was mounted on a stone plinth 4 inches thick cemented to the tile floor.

No. 75, Lead, S. Dak. (1910).—High-school building, vault near the middle of the east side of the basement. The case was mounted on three concrete blocks molded in place on the concrete floor.

No. 76, Bismarck, N. Dak. (1910).-Will School building, superheating room, center of basement. The case was mounted on a low concrete pier.

No. 77, Hinsdale, Mont. (1910).—Public school, middle of the north side of the basement. The case was mounted on a low concrete pier.

No. 78, Sandpoint, Idaho (1910).—Farmington Central School, alcove under the stairs of the main entrance in the middle of the north side of the basement. The case was mounted on three bricks, each cemented to the concrete floor.

No. 79, Boise, Idaho (1910).—High-school building, new (1908) east wing of boys' dressing room in south part of basement directly under the Tenth Street entrance. The case was mounted on three bricks, each cemented to the concrete floor.

No. 80, Astoria, Oreg. (1910).—Federal Building (customhouse and post office), temporary room constructed in the west part of the basement. The case was mounted on three bricks, each cemented to the concrete floor.

No. 81, Sisson, Cal. (1910).—Sisson Tavern at Berryvale, about 1 mile west and ‡ mile south of the Sisson railroad station, a temporary room constructed in the basement under the southwest corner of the main part of the building The case was mounted on a concrete pier.

No. 82, Rock Springs, Wyo. (1910).—City Hall, room near the middle of the southeast side of the basement and just east of the boiler room. The case was mounted on a low concrete pier.

No. 83, Paxton, Nebr. (1910).-Globe Hotel, cellar under the storehouse at the rear of the hotel. The case was mounted on three bricks, each cemented to the concrete floor.

No. 84, Washington, D. C. (Bureau of Standards), (1910).—Room No. 16, near the center of the basement of the physical laboratory or main building. The case was mounted with one brick under each footplate cemented to the concrete floor.

No. 85, North Hero, Vt. (1909 and 1910).—Irving House, middle of east side of the east room of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 86, Lake Placid, N. Y. (1909).-Lake Placid Inn, storeroom in the east corner of the basement directly below. he hotel dining room. The case was mounted on a low concrete pier.

No. 87, Potsdam, N. Y. (1909).—Clarkson School of Technology, photometric room, on the ground floor, directly north of north entrance to the furnace room. The case was mounted on a stone pier composed of two large stone blocks resting on the concrete floor.

No. 88, Wilson, N. Y. (1909).-Wilson High School, middle furnace room in the center of the basement. The case was mounted on a low concrete pier.

No. 89, Alpena, Mich. (1909).—City hall, alcove under steps at the northwest end of the basement hall and just to the left of the entrance to the office of chief of police. The case was mounted on the concrete floor.

No. 90, Virginia Beach, Va. (1911).—Arlington Hotel, temporary room constructed in the northeast corner of the basement of the north wing. The case was mounted on low concrete pier which in turn rested on the brick floor.

No. 91, Durham, N. C. (1911).—Trinity College, Academic Building. small room in middle of east end of basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 92, Fernandina, Fla. (1911).—Federal Building, northeast corner of Center and Fourth Streets, coal room in the southeast corner of the basement. The case was mounted on three bricks each cemented to the concrete floor.

No. 93, Wilmer, Ala. (1911 and 1915).—Abandoned ice house at the east end of the post office, which is located at the point where the main road from the railway station turns to the westward. The case was mounted on a brick pier.

No. 94, *Aliceville*, *Ala*. (1911).—Constructed pendulum room located on a public highway or West First Street, 47.5 feet north of the building line on the north side of Third Avenue and 23 feet west of the building line on the east side of West First Street. The case was mounted on a concrete pier.

No. 95, New Madrid, Mo. (1911).—High-school building, furnace room in the basement at the west end of the west wing. The case was mounted on three bricks each cemented to the concrete floor.

No. 96, Mena, Ark. (1911).—High-school building, southwest corner of Eleventh Street and Magnolia Avenue, furnace room in the basement under the east end of the building. The case was mounted on three bricks each cemented to the concrete floor.

No. 97, Nacogdoches, Tex. (1911).-M. E. Church on Hospital and Pecan Streets, small room off the west end of the vestry in the north end of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 98. Alpine. Tex. (1911).—High-school building at the foot of Sixth Street, small basement room in the middle of the west side of the building directly under the west entryway. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 99, Farwell, Tex. (1911).—Farwell Hotel at the southwest corner of the public square, basement room in southwest corner of the building, which is unoccupied. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 100, Guymon, Okla. (1911).—Summers Building, small inside room off the northeast corner of the barber shop. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 101, *Helenwood*, *Tenn*. (1911).—Observatory pendulum room on the premises of Mr. Duncan, directly opposite the railroad station at Helenwood, 40 feet south of Mr. Duncan's north fence line and 16 feet west of his east fence line and about 400 feet east of the railroad station. The case was mounted on a pier of concrete building blocks.

No. 102, Cloudland, Tenn. (1909).-Summit of Roan Mountain, Old Cloudland Hotel, northwest corner of the southeast room on the ground floor. The case was mounted on a concrete pier.

No. 103, Hughes, Tenn. (1909 and 1911).—Observatory pendulum room on Lewis Hughes's farm, in the corner of his pasture lot, and about 75 feet due east of the north end of his house, which is the first house on the east side of Cove Creek just south of its junction with Doe River, 1¼ miles east of Hughes Gap and 1% miles west by south from Burbank. The case was mounted on a concrete pier.

No. 104, *Charleston*, W. Va. (1911).—High-school building on Quarrier Street near Broad Street, boys' coat room in the basement under the boys' entrance on the northwest side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 105, State College, Pa. (1911).—Chemistry-Physics Building of Pennsylvania State College, photometer room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 106, Fort Kent, Me. (1909).—Dickey Hotel, in the north corner of the basement directly under the hotel office. The case was mounted on a low concrete pier.

No. 107, Prentice, Wis. (1911).—Public-school building, room in the basement under the east entrance to the building. The case was mounted on a concrete pier.

No. 108, Fergus Falls, Minn. (1911).—High-school building on Cavour Street between Court and Union Streets, girls' entrance to the basement from the north side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 109, Sheridan, Wyo. (1911).—County courthouse, southwest corner of South Main and West Burkill Streets, room in the northwest corner of the basement known as storage vault No. 2. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 110, Boulder, Mont. (1911).—Public school south of the courthouse, boys' toilet in the southeast corner of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 111, Skykomish, Wash. (1911).—Public-school building, boiler room. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 112, Olympia, Wash. (1911).—Washington School building on West Fifth and Quince Streets, boys' toilet in the basement east of the main entrance on the north side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 113, *Heppner*, Oreg. (1911).—Morrow County courthouse, storage room in the middle of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 114, Truckee, Cal. (1911).—High-school building, temporary room constructed in the northeast corner of the southern half of the basement. The case was mounted on a concrete pier.

No. 115, Winnemucca, Nev. (1911).—Store owned by H. Warren, on Bridge Street, next to the fire station, furnace room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 116, Ely, Nev. (1911).-Graded-school building, storage room in the northeast corner of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 117, Guernsey, Wyo. (1911).—Guernsey Hotel, basement room about the middle of the south side. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 118, *Pierre, S. Dak.* (1911).—High-school building opposite the Capitol, storage room in basement between the toilet and the gymnasium. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 119, Fort Dodge, Iowa (1911).—High-school building, storage room about the center of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 120, *Keithsburg*, *Ill*. (1911).—Public-school building, temporary room constructed in the basement under the west part of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 121, Grand Rapids, Mich. (1911).—Smaller building on the northwest corner of the new high-school grounds, at Fountain and North Prospect Streets, boiler room in the northwest corner of the basement. The case was mounted on the concrete floor.

No. 122, Angola, Ind. (1911).—Public-school building on East Water Street between South Wayne and South Martha Streets, storage room in the southeast corner of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 123, Albany, N. Y. (1911 and 1914).—Public School No. 24, at Delaware and Dana Avenues, janitor's storeroom in the basement, under the boys' entrance on the east side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 124, Port Jervis, N. Y. (1911).—(hurch Street School building, basement room about the middle of the southeast side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 125, Atlantic City, N. J. (1914).—New high school, corner of Atlantic and Massachusetts Avenues, northwest corner of the dark storeroom in the basement, directly under the steps at the Atlantic Avenue entrance. The case was mounted on a slate slab 3 inches thick cemented to the floor.

No. 126, Bridgehampton, N. Y. (1914).-High-school building, near the north side of the laboratory room in the basement. The case was mounted on the concrete floor.

No. 127, Chatham, Mass. (1914).—In northwest corner of the small concrete fish house belonging to A. E. Thatcher on the north side of the mill pond. The case was mounted on the concrete floor.

No. 128, Rockland, Me. (1914).-Home of Fred Burpee, at 104 Limerock Street, in the northwest corner of the south extension of the basement or cellar. The case was mounted on the concrete floor.

No. 129, Lancaster, N. H. (1914).—High school, near the intersection of Main and School Streets, in the basement near the northwest corner of the southwesterly room used as a bath and dressing room for the gymnasium. The case was mounted on the concrete floor.

No. 130, Whitehall, N. Y. (1914).—Armory at the corner of William and Daultney Streets, near the northwest corner of the dark room in the basement. The case was mounted with one brick under each footplate cemented to the concrete floor.

No. 131, Little Falls, N. Y. (1914).—Benton Hall School, on the east side of the park, at the corner of Alexander and Waith Streets, in a temporary room constructed in the most northwesterly room of the basement. The case was mounted on the concrete floor.

No. 132, Watertown, N. Y. (1914).-High school, on Sterling Street between Washington and Jay Streets, in the carpenter shop in the basement. The case was mounted on the concrete floor.

No. 133, Southport, N. Y. (1914).—In the basement of a small store on Pennsylvania Avenue used as a storeroom by Sargent & Sage, whose grocery store is the next building east at the corner of Pennsylvania and Caton Avenues. The case was mounted on a pier built of brick, stone, and plaster of Paris.

No. 134, Erie, Pa. (1914).—Public School No. 2, at the corner of Seventh and Holland Streets, in the basement storeroom under the steps at the south entrance. The case was mounted on the concrete floor.

No. 135, Parkersburg, W. Va. (1914).—Post office, in the southeast corner of the small room in the northeast corner of the basement. The case was mounted with one brick under each footplate cemented to the concrete floor.

No. 136, Columbus, Ohio (1914).—Franklin County Memorial Hall, on East Broad Street, in the northeast corner of a triangular-shaped room called the kitchen, in the basement back of the stage. The case was mounted with one brick under each footplate cemented to the concrete floor.

No. 137, Indianapolis, Ind. (1914).—Post office, in a small triangular-shaped room on the Meridian Street side of the basement used as a storeroom by the engineer of the building and directly across the hall from the west elevator. The case was mounted on the concrete floor.

No. 138, Springfield, Ill. (1914).-Edwards Public School, at the corner of Lawrence Avenue West and Edwards Street, in a room near the center of the north front of the basement. The case was mounted on the concrete floor.

No. 139, Lebanon, Mo. (1914).--New high school, in the furnace room about 2 feet from the corner of the brickwork supporting the boiler. The case was mounted on the concrete floor.

No. 140, Joplin, Mo. (1914).—Post office, a small room with a sloping ceiling under the stairway in the northeast corner of the basement. The case was mounted on the concrete floor.

No. 141, Fort Smith, Ark. (1914).—Courthouse, in the northeast corner of the room used as a test room for cement, etc., by the city engineer, in the southeast corner of the basement. The case was mounted on the concrete floor.

No. 142, Texarkana, Ark. (1914).—Post office, in the northwest room of the basement of the north wing. The case was mounted on the concrete floor.

No. 143, Hot Springs, Ark. (1914).-Garland County courthouse, in the north corner room of the ground floor. The case was mounted on the concrete floor.

No. 144, Alexandria, La. (1914).—City hall, in one of the small closets under the steps on the northwest side of the basement and just to the left of the short flight of steps leading to the main hall of the basement. The case was mounted on the concrete floor.

No. 145, Laurel, Miss. (1914).—Silas Gardner School, in a room on the north side of the basement, the first room to the left when entering the basement at the east door and just across the hall from the domestic-science kitchen. The case was mounted on the concrete floor.

No. 146, *Richmond, Va.* (1915).—Post office, in a room near the center of the south side of the basement used as a storeroom by the internal-revenue department. The case was mounted with one brick under each footplate cemented to the concrete floor.

No. 147, *Emporia*, Va. (1915).—The station is in the county courthouse. Two sets of observations were made, the first in the office of the commissioner of revenue in the south wing of the courthouse and the second in the southeast corner of the mayor's office, which is the next room. For the first set the case was mounted on the wooden floor and for the second set the case was mounted on the concrete floor.

No. 148, Greenville, N. C. (1915).—Proctor Hotel, on the corner of Evans and Third Streets, in room No. 2 of the higher or back level of the basement, the second room from the steps leading from the lower or front part of the basement and on the left side of the hallway. The case was probably mounted on the concrete floor.

No. 149, Wilmington, N. C. (1915).—County courthouse at the intersection of Third and Princess Streets, in a room in the basement once used as a storeroom for disinfectants by the city health officer. It is on the side of the basement toward Princess Street and the last room but one on the left side of the corridor at right angles to Third Street. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 150, Cheraw, S. C. (1915).—Hotel Covington, in a back room on the first floor, the second room from the northwest end of the building and directly opposite the office of Dr. Purvis. The room is separated from the next one by a partition two-thirds of the way to the ceiling. The case was probably mounted on the concrete floor.

No. 151, Charlotte, N. C. (1915).—United States assay office, in a small room in the east corner of the basement. The case was probably mounted on the concrete floor.

No. 152, Asheville, N. C. (1915).—Post office, in the northeast corner room of the basement which has two small windows opening on Haywood Street. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 153, Cleveland, Tenn. (1915).—Post office, in the southwest corner of the basement, in a room used as a rest room for the rural carriers. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 154, Winston-Salem, N. C. (1915).-High school on Cherry Street at the head of Third Street, in the southwest corner of the basement in a room used as a storage room. The case was probably mounted on the concrete floor.

No. 155, *Knoxville, Tenn.* (1915).—Western Union office building, on Gay Street near Vine Street, in the basement in a room used as a storeroom by the linemen and about 10 feet from the foot of the stairs leading down from the main office. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 156, Bristol, Va. (1915).—Courthouse and city hall, in a room on the south side of the basement next to the southeast corner room. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 157, *Homestead*, *Fla.* (1915).—High school, in a temporary room constructed on the north end of the west porch. The case was mounted with two bricks under each footplate cemented together and to the concrete floor of the porch.

No. 158, Sebring, Fla. (1915).—Kiln for drying lumber, about 40 meters northeast of the electric-light plant and 100 meters northeast of the Atlantic Coast Line Railway station. The case was mounted on a pier made of concrete blocks cemented together, with two bricks under each footplate cemented together and to the top of the pier.

No. 159, *Titusville, Fla.* (1915).—Small office belonging to J. S. Daniels near the northwest corner of Palm and Julia Streets. The case was mounted on a pier made of concrete blocks cemented together, with two bricks under each footplate cemented together and to the top of the pier.

No. 160. Leesburg, Fla. (1915).—George W. Wrenneck Building, at the corner of Main and Seventh Streets, in the southwest corner of the back room. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 161, Cedar Keys, Fla. (1915).—House belonging to J. B. Lutterdah, at the northeast corner of Fifth and D Streets, in the northwest corner of the south basement room. The case was mounted on a brick pier with two bricks under each footplate cemented together and to the top of the pier.

No. 162, *Macon*, *Ga.* (1915).—Post office, near the window of the engineer's room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 163, Albany, Ga. (1915).—Grammar school at the corner of Broad and Madison Streets, in the northwest corner of the janitor's storeroom in the basement. The case was mounted with one brick under each footplate cemented to the concrete floor.

No. 164, *Pensacola*, *Fla.* (1915).—Customhouse and post office, in the northeast corner of the customhouse storeroom in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 165, Opelka, Ala. (1915).—New brick store on Avenue A, owned by Mrs. Josephine Denniston and rented by J. Lem Satterwhite, in the southeast end of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 166, Huntsville, Ala. (1915).—United States courthouse and post office, in the easternmost room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 167, Arkansas City, Ark. (1915).—Courthouse, in the west corner of the grand jury room. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 168, *Memphis*, *Tenn.* (1915).—Customhouse and post office, in the northeast corner of the northeast room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 169, Mammoth Spring, Ark. (1915).—Old Fulton County Bank Building, owned by the Citizens Bank of Mammoth Spring, in a small room used for ice storage in the southwest corner of the north basement room. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 170, *Hopkinsville*, Ky. (1915).—Custonhouse and post office, in the southeast corner of the northeast room of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 171, Danville, Ky. (1915).—Customhouse and post office, near the center of the north end of the room used as a coal bin in the northeast corner of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 172, Clifton Forge, Va. (1915).—Courthouse and post office, in the north end of the storeroom near the center of the west side of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 173, Greenville, Ala. (1915).—Courthouse, in the west end of the coal bin in the boiler room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 174, Birmingham, Ala. (1915).—United States customhouse and post office at the northeast corner of Second Avenue and Eighteenth Street, in the janitor's office in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 175, Lexington, Va. (1915).—Post office at the corner of Lee Avenue and Nelson Street, in the southwest end of the storeroom near the center of the northeast side of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 176, Prestonsburg, Ky. (1915).—The Bank Josephine, on Main Street, at the foot of the bridge over the Big Sandy River, in the northwest corner of the southwest room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 177, Traverse City, Mich. (1915).—Post office, in storeroom in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 178, Seney, Mich. (1915).-Bank of the Boggott, Bacheller & Cool Banking Co., in the vault. The case was mounted on the concrete floor.

No. 179, Oconto, Wis. (1915).—High school on School Street, in the mechanical drawing room in the south corner of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 180, Grand Rapids, Wis. (1915).—Bandelin Hotel on Grand Avenue, in the basement near the middle of the east side. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 181, Winona, Minn. (1915).-Post office, in the northeast corner room of the basement. The case was mounted on the brick floor, with one paving brick under each footplate.

No. 182, Baldwin, Wis. (1915).—Town Hall, in the rest room in the basement at the foot of the stairs leading from the main entrance of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 183, Cumberland, Wis. (1915).-High-school building, in the boiler room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 184, Cambridge, Minn. (1915).—High-school building, in the west part of the boiler room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 185, Brainerd, Minn. (1915).—Post office at northwest corner of Maple and Sixth Streets, in a room about midway of the west side of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 186, *Aberdeen, S. Dak.* (1915).—Post office and courthouse, in the north end of the small storeroom at the north end of the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 187, Faith, S. Dak. (1915).—W. C. Meyer's residence, about 260 meters west-southwest from the Chicago, Milwaukee & St. Paul Railway Station, in the northwest room of the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 188, Marmarth, N. Dak. (1915).—Allison Building, on the corner of Main and First Streets, in the west end of a small storeroom in the basement directly beneath the post office. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 189, Towner, N. Dak. (1915).—McHenry County courthouse, in the west end of the vault in the basement. The case was mounted with a small concrete block under each footplate commented to the concrete floor.

No. 190, Crosby, N. Dak. (1915).—Crosby graded school, in the northwest room in the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 191, Crookston, Minn. (1915).—Franklin School, in the east part of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 192, Poplar Mont. (1915).—Poplar public school in the northeast part of the town, in the east room in the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 193, *Miles City, Mont.* (1915).—Lincoln School, on Lake Street, in the south part of the town, in the south end of the west storeroom in the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 194, *Huntley*, *Mont.* (1915).—Huntley Hotel, north-northwest of the railway station, in the southeast corner of the basement room under the south part of the hotel. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 195, Lander, Wyo. (1915).—Post office and courthouse, in the south end of the storeroom in the south corner of the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 196, Faribault, Minn. (1915).—Central School, in the southeast corner room of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 197, St. James, Minn. (1915).—County courthouse, in the basement midway of the north side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 198, *Edgemont*, S. Dak. (1915).—Public-school building, in the southwest corner of the southeast room in the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 199, Dawson, Mann. (1915).—High-school building, in the dark room in the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 200, Cokato, Minn. (1915).—High school, in the basement under the central part of the east side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 201, Wasta, S. Dak. (1915.)—Residence of James Trask on the east side of the street one block west and two blocks north from the railway station, in the northwest corner of the cellar under the southeast corner of the house. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 202, Moorcroft, Wyo. (1915).—Public-school building, on the south side of the east room in the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 203, Duluth, Minn. (1915).—County courthouse, in a room known as the connecting hall in the basement under the center of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 204, Osage, Iova (1915).—High school, in the basement near the middle of the south side of the building and directly under the galvanized-iron air duct. The case was mounted with two bricks under each footplate cemented together and to be concrete floor.

No. 205, Randolph, Nebr. (1915).—Public school near the Burlington Railway station, in the southwest corner of a temporary room constructed in the west end of the southernmost ventilating room in the basement under the east side of the building. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 206, Valentine, Nebr. (1915).—Public school, in the southeast corner of the southeast room in the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 207, Wheeling, W. Va. (1915).—German Bank Building, in the basement under the Western Union Telegraph office. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 208, Leon, Iowa (1915).—North School, in the south side of the northwest room on the ground floor. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 209, Laurel, Md. (1915).—Residence of Col. Frank E. Little on Main Street about 10 minutes walk from the Baltimore & Ohio Railway station, in the east corner of the easternmost room in the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 210, Harrisburg, Pa. (1915).—Central High School, in the basement near the center of the north side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 211, Pittsburg, Pa. (1915).—Second Ward School on Sherman Avenue just north of North Avenue in the north-side section of Pittsburgh, in the basement under the east front of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 212, *Rockville*, *Md*. (1915).—High school, in the north end of a small room formerly used as a printing shop in the basement under the north side of the building. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 213, Upper Marlboro, Md. (1915).—Masonic Hall on the south side of Main Street about 80 meters west of the courthouse, in the west side of the southeast room in the basement. The case was mounted with a small concrete block under each footplate cemented to the concrete floor.

No. 214, Fairfax, Va. (1915).—Bungalow belonging to the Rural Homes Development Co. about 300 meters westnorthwest from the residence of E. A. Capen, in the southwest corner of the basement. The case was mounted with a small concrete block under each footplate commented to the concrete floor.

No. 215, Crisfield, Md. (1915).-Residence of J. H. Riggin, 101 South Somerset Avenue, in the rear part of the basement. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 216, Fredericksburg, Va. (1915).—Post office, storeroom in the basement under the north side of the building. The case was mounted on the concrete floor.

No. 217, Dover, Del. (1915).—Wilmington Conference Academy, in the basement under the gymnasium at the middle of the north side of the building. The case was mounted with two bricks under each footplate cemented together and to the concrete floor.

No. 218, North Tamarack near Calumet, Mich. (1902).—Observations were made at three different levels at North Tamarack Mine, at the surface of the ground, at a depth of 1200 feet, and at a depth of 4600 feet. The two stations below the ground were occupied by Prof. F. W. McNair, of the Michigan College of Mines. His results are not published here. A temporary pendulum room was probably used for the surface observations. The case was mounted on a masonry pier.

No. 219 Hagerstown, Md. (1915).—Post office, in the northeast corner of the boiler room in the northwest corner of the basement. The case was mounted with a small concrete block under each foot plate cemented to the concrete floor.



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